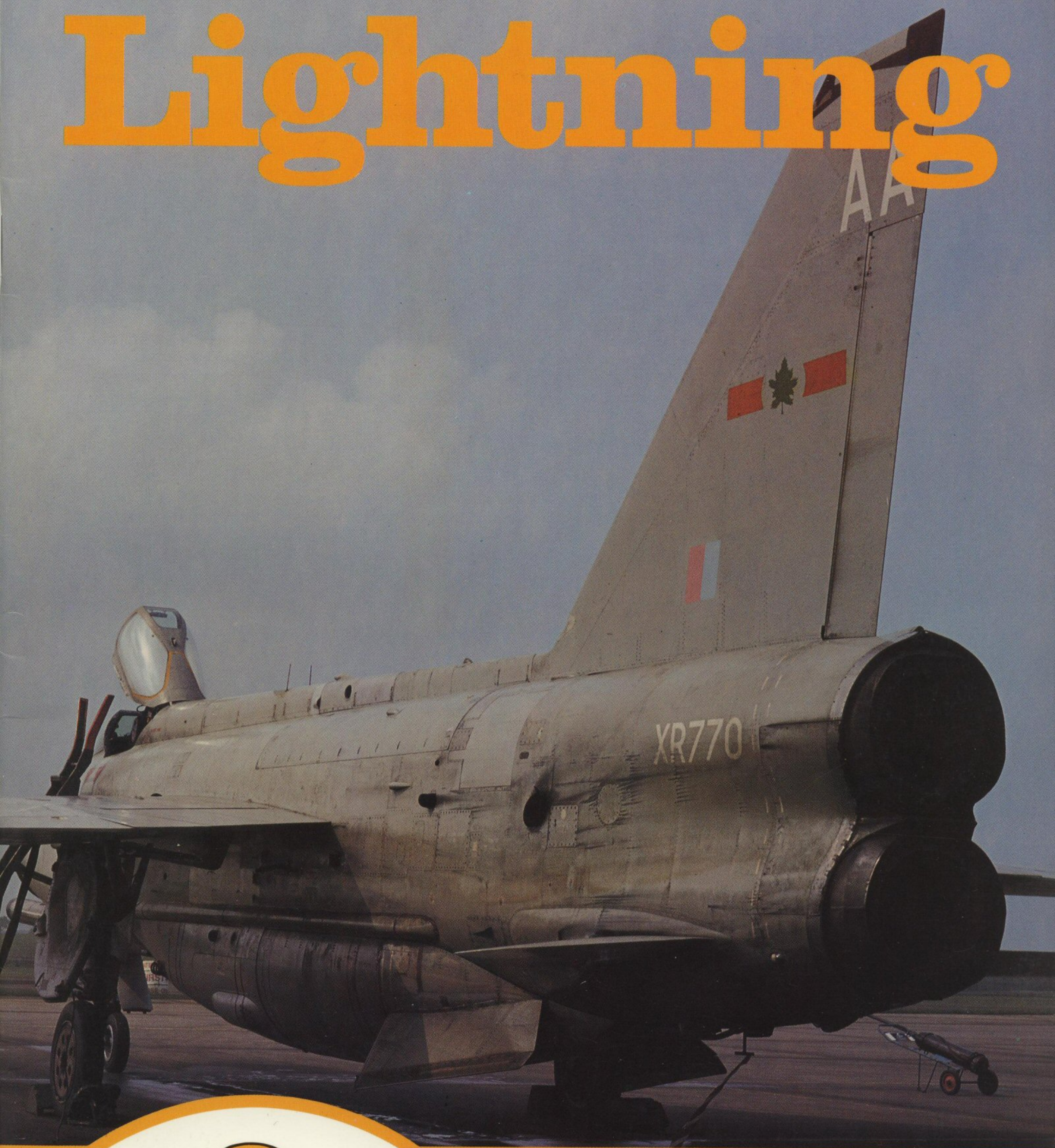


Lightning



AEROGUIDE **8**

BAC Lightning F Mk 3/Mk 6

It is probable that within a couple of years the British Aircraft Corporation Lightning will no longer be around to split the skies with its exhilarating power, since present plans call for the two remaining front-line squadrons, Nos 5 and 11, and their 'back-up' unit, the Lightning Training Flight, to be disbanded when the new Tornado F Mk 2 arrives in strength at RAF stations. Conceived over 35 years ago, the Lightning is undeniably an ageing design, and its shortcomings are reflected in the fact that its successors, first the Phantom FG.1/FGR.2 and now the Tornado ADV, are equipped to fight at longer range, with more modern and more versatile weaponry, and assisted by vastly improved avionics technology. It is still, however, a point defence interceptor of considerable effectiveness: fast, agile and possessing a phenomenal rate of climb, it was the first aircraft able to exceed the speed of sound in level flight without the help of afterburning, a capability which even today few aircraft can equal. If the Hunter epitomised Fighter Command during the 1950s, then the Lightning certainly did so during the 1960s: corresponding as its heyday did with a period of extremely colourful markings, the Lightning is a memorable aircraft for more reasons than one.

In this volume, rather more emphasis has been placed on camouflage and markings than in previous AEROGUIDES. Lightnings have undergone a number of changes in colour scheme since the abandonment of bare-metal finishes in the 1970s, and changes are still taking place. Three distinct schemes were evident at Binbrook in mid-1984, for example, and the publishers have taken the opportunity of examining these in some detail since they show anomalies which, to their knowledge, have not been documented before. However, since experimentation continues, the notes offered should not be taken as necessarily typical of current equipment.

Flight-line photographs for AEROGUIDE 8 were taken by kind permission of Gp Capt R L Barcilon AFC, Officer Commanding RAF Binbrook, and the publishers also acknowledge with thanks the generous facilities granted by Wg Cdr M Streten, OC No 5 Squadron. Sqn Ldr Mike Weaver Smith, Public Relations Officer at Binbrook, rendered indispensable assistance, and Chris Shepherd at Strike Command HQ once again kindly co-ordinated arrangements for the photo session. For help with technical matters or with the provision of additional photographs, thanks are due to Fg Off D Butler, Junior Engineering Officer No 5 Sqn; Alexander Johnston, British Aerospace, Warton; Brian Petty, the Martin-Baker Aircraft Co Ltd; the Public Relations Department, British Aerospace Dynamics, Hatfield; Dick Ward of Modeldecal; Mike Gething; Barry Wheeler; Geoff Prentice; and Bryan Philpott. Uncredited photographs are copyright Linewrights Ltd.

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Front cover illustration: A Lightning F Mk 6 of No 5 Sqn, RAF Binbrook, May 1984

Back cover plate: A No 56 Sqn Lightning F Mk 3, RAF Wattisham, 1965

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INTRODUCTION

World War II witnessed the beginnings of a revolution in aircraft design, as the turbojet, the subject of much speculation amongst aero engineers in the immediate prewar years, gradually assumed the proportions of a promising form of propulsion. As the war progressed it was successfully developed, test-flown and put into production, and by the close of the conflict a number of turbojet-powered aircraft – notably the German Messerschmitt Me 262 and the British Gloster Meteor – were in front-line service. The potential of the turbojet was appreciated at a very early stage, and it was evident that engines of increased power would very soon enable aircraft to reach unprecedented speeds.

CHALLENGING QUESTIONS

High-speed flight, however, was in 1945 relatively unexplored territory, but it was known that worrying phe-

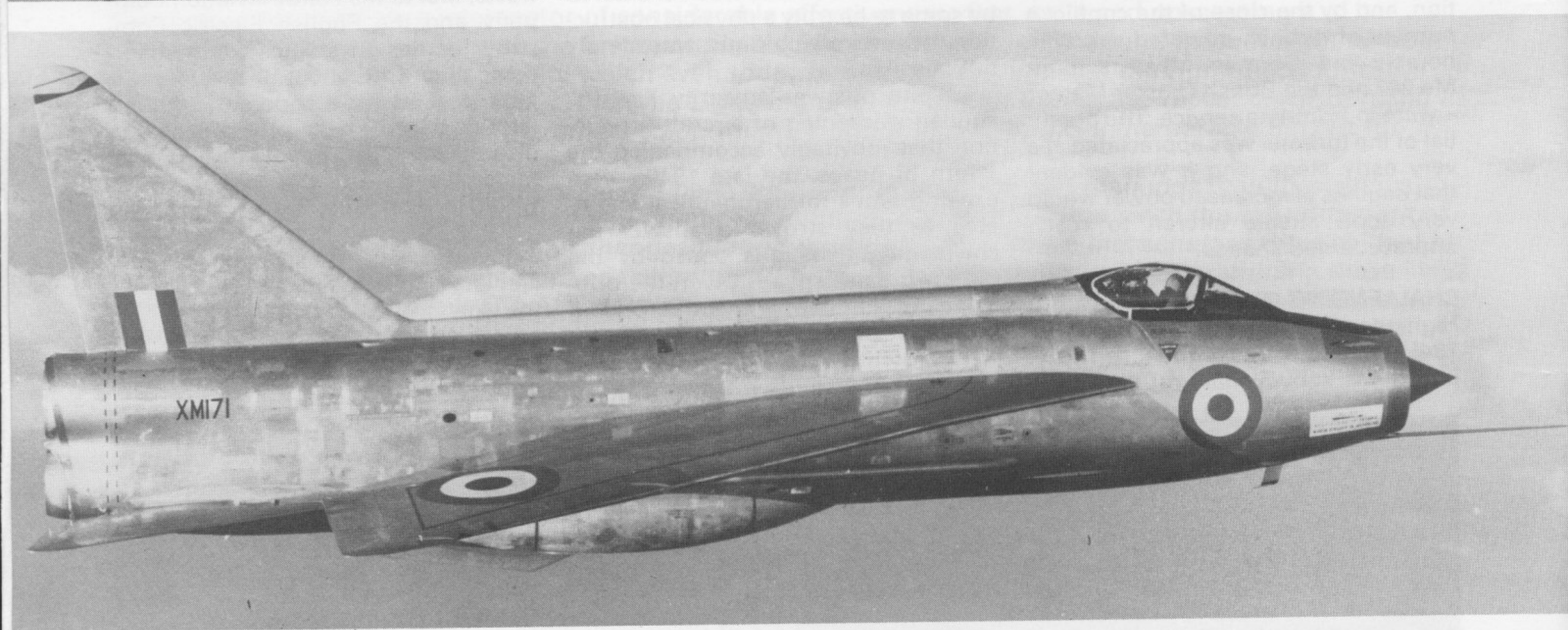
nomena were waiting as the speed of an aircraft advanced towards the speed of sound, particularly problems of controllability caused by buffeting, itself the result of shock waves inducing chaotic airflow patterns over the flying surfaces. The phrase 'sound barrier' caught the popular imagination – and indeed this was considered by some to be truly a physical obstruction, beyond which flight was simply not possible.

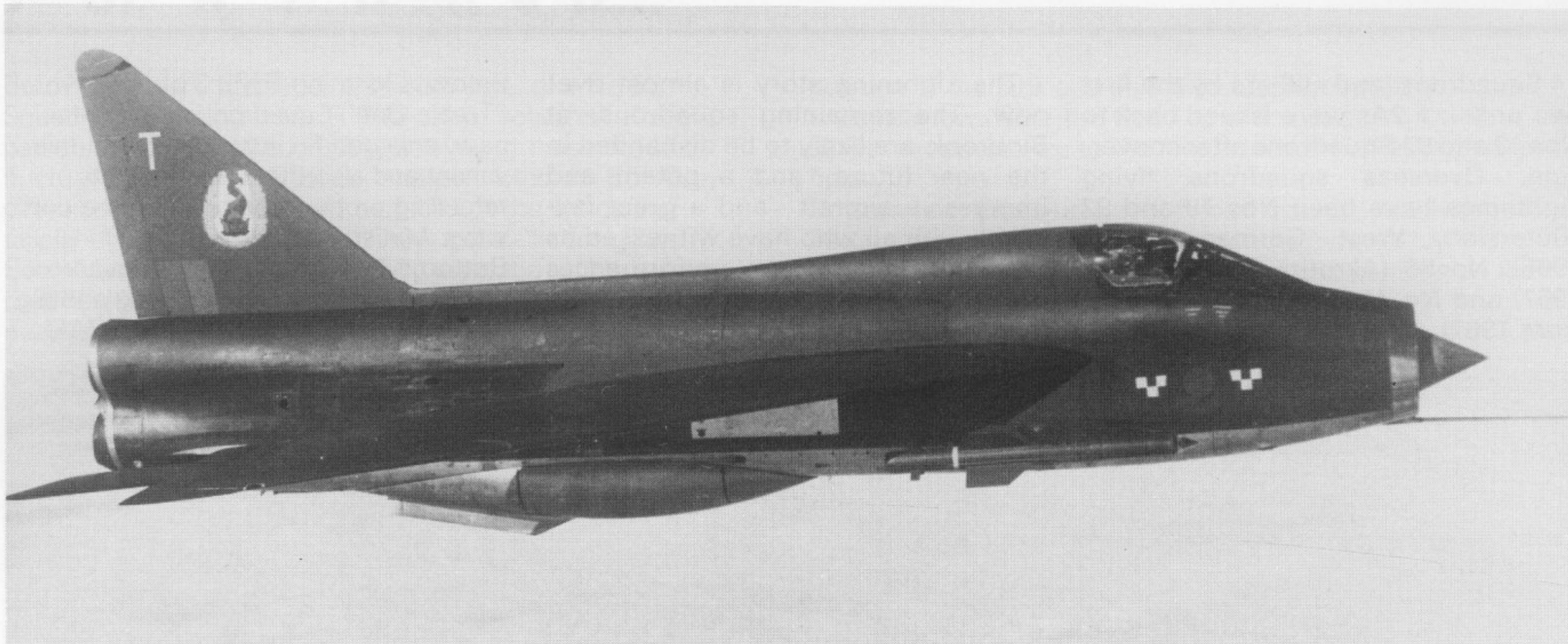
Despite postwar austerity and the sudden slackening of aircraft production that inevitably accompanied the return of peace, the late 1940s were exciting times for aeronautical engineers as they strove to answer the challenging questions posed by the bid for greater speed. Given the difficulties of the time, it is not surprising that most British aircraft manufacturers preferred to concentrate on proceeding from the known to the

unknown in gentle steps rather than take the enormous risk of putting all their eggs into the supersonic basket, and early military jets were in essence revisions of existing technology and hence subsonic. Research projects were another matter, however, and in 1947 the Air Ministry awarded contracts, first to the Fairey Aviation Company and the English Electric Company for design studies for a supersonic aircraft (ER.103) and, two years later, to EEC for a supersonic fighter aircraft based on its preliminary studies (F.23/49). The Fairey project materialised as the FD.2 – which would in 1956 capture the world speed

Below: Close-up air-to-air study of the first English Electric P.1, forerunner of the Lightning, taken from an accompanying Gloster Meteor. Note twin probes and simple nose intake. *British Aerospace*







record and subsequently perform much valuable research for the Concorde supersonic transport – and English Electric's studies would ultimately produce the Lightning, the RAF's first supersonic interceptor.

RADICAL SOLUTIONS

Under the design leadership of W E W Petter (who was also chief designer for the Canberra bomber – see AEROGUIDE 7) and his successor F W Page, English Electric built a pair of prototype aircraft, designated P.1, which embodied radical solutions to the problems posed by crossing the supersonic threshold. Thin, sharply swept wings – virtually a 'delta' planform with the inboard trailing edges cut away – were married to a comparatively clean fuselage which enclosed two 7500lb thrust Sapphire turbojets one atop the other and fed with air via a simple nose

intake: the two engines were necessary to provide the requisite thrust, and the single intake presented a low-drag configuration to the airflow. However, it must be said that these features, plus the decision to exclude fuel from the fuselage, have since imposed their limitations on the airframe: difficulty of maintenance; insufficient room to accommodate modern air-to-air radars; and short range. A further shortcoming – although this would hardly have been a taxing design problem given the era in which the aircraft was conceived and the specification to which it was produced – has been the near-impossibility of mating any sorts of external stores to the wings, owing mainly to the space-consuming main undercarriage bays.

DEFINITIVE FIGHTERS

The first P.1 flew in August 1954 and on the 11th of that month exceeded Mach 1 in level flight – the first British aircraft so to do. The second P.1 was armed with a pair of 30mm Aden cannon, and the military application was confirmed with the ordering of three P.1B and 20 pre-production aircraft, to be followed two years later (November 1956) by 30 definitive fighters. The P.1Bs leaned heavily on P.1 (now P.1A) experience, of course, but were the subject of major redesign, the principal features of which were afterburning, 11,250lb (dry) thrust Avon 200-series engines, a raised cockpit, air-to-air radar and provision for a pair of infra-red seeking air-to-air missiles.

Mach 2 was achieved by the first P.1B in November 1958, by which time the aircraft had been officially named Lightning. Further modifications included the installation of a conformal, ventral fuel tank, to increase range, and increased tailfin area, changes which would characterise improved marks of Lightnings in later years.

The initial production model, the Lightning F Mk 1, entered service in the summer of 1960 with No 74 Squadron at Coltishall and was quickly followed by the F Mk 1A, which went to Nos 56 and 111 Squadrons at Wattisham; this latter variant differed only in minor detail from its predecessor, the main modification reflecting, again, the limited fuel capacity and comprising the installation of pick-up points for an inflight-refuelling probe. The F Mk 2 (Nos 19 and 92 Squadrons, RAF Leconfield) introduced, amongst other features, variable afterburners, and in early 1964 the F Mk 3 made its appearance at Leuchars with Nos 23 and 74 Squadrons, the latter unit having relinquished its F.1s and moved from Coltishall. The F.3 introduced significant modifications: Mk 301 Avons of 12,700lb dry thrust; a new, square-topped fin of increased area; updated avionics; the deletion of a gun armament; and provision for new, improved Red Top missiles to supplement the existing Firestreaks. Mk 3s also equipped No 29 Squadron, and re-equipped Nos 56 and 111 Squadrons, at Wattisham; as Lightning units began to disband in the 1970s, some F.3s went to Nos 5 and 11 Squadrons, which units, now at Binbrook, continue to fly them.

BREATHTAKING PERFORMANCES

The fuel capacity problem, eased in the F Mk 3 with the introduction of 'plumbing' to enable the Lightning to carry auxiliary overwing tanks, found a 'final' solution with the F Mk 6, a developed F.3 with a considerably enlarged ventral tank (incorporating twin cannon in a later modification) and cambered and extended wing leading edges; the redesigned wing was also applied to most of the existing F.2s, together with the Mk 3-style fin and the large belly fuel tank, giving the new designation F Mk 2A. F.6s have been flown by Nos 5, 11, 23 and

Opposite page top: The first P.1 poses for the camera. *British Aerospace*

Opposite page middle: Lightning F Mk 1A XM171 shows the new design features adopted for production machines, for example the enlarged fin, belly fuel tank, raised cockpit, dorsal fairing and nose-mounted radar. A pair of 30mm Aden cannon are mounted abreast the cockpit, but the aircraft lacks missile armament. *British Aerospace*

Opposite page bottom: Late production Lightning F.1A, in the markings of No 226 Operational Conversion Unit, shows its Firestreak missiles and ventral tank. *Ministry of Defence (RAF)*

Above: Two marks of Lightning type conversion trainer were built, each featuring side-by-side seating in an enlarged cockpit. This photo shows the first, a T.4, in the markings of No 19 Squadron and wearing Dark Green uppersurface camouflage, early 1974. The later T.5 trainer is still in RAF service. *RAF Gütersloh*

74 Squadrons (and still are by the first two units); F.2As were issued back to Nos 19 and 92 Squadrons after conversion. Overseas squadrons flying Lightnings have been Nos 19 and 92 (Gütersloh, West Germany, from 1965), No 56 (Akrotiri, Cyprus, from 1967) and No 74 (Tengah, Singapore, from 1967).

The Lightning story is almost over now. The remaining squadrons, at Binbrook, are likely to be disbanded in the near future, and a potent and impressive aircraft – and a great favourite with all who have witnessed its breathtaking air display performances – will vanish from the RAF's inventory. It will certainly be missed.

Below: Lightning F Mk 3 of No 111 ('Treble-One') Squadron, showing the new, enlarged fin introduced with this variant and also the offset inflight-refuelling probe fitted beneath the port wing. *Ministry of Defence (RAF)*
Bottom: An F Mk 6 of No 5 Squadron, showing the new cranked wing and big belly tank. *Ministry of Defence (RAF)*



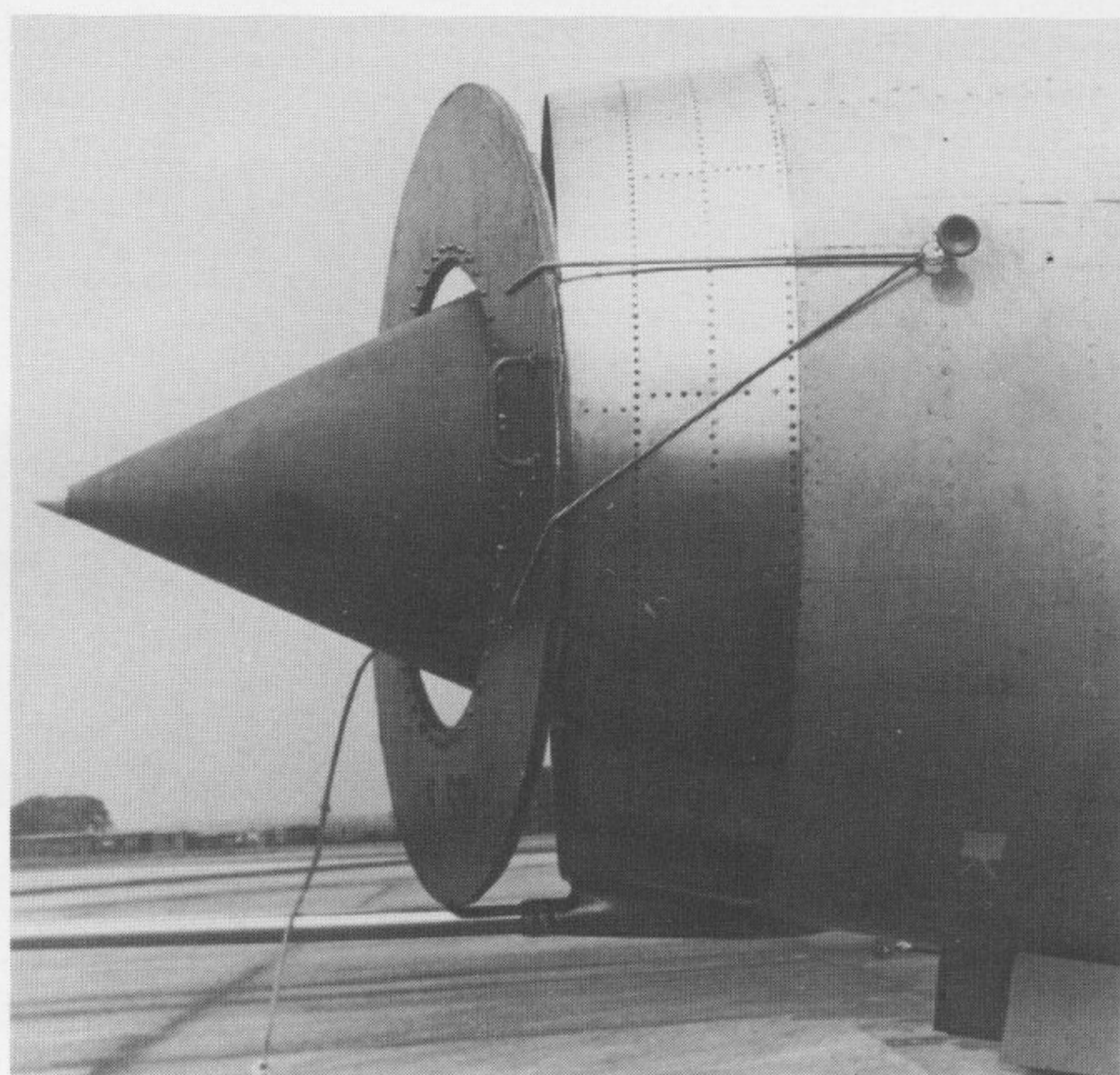
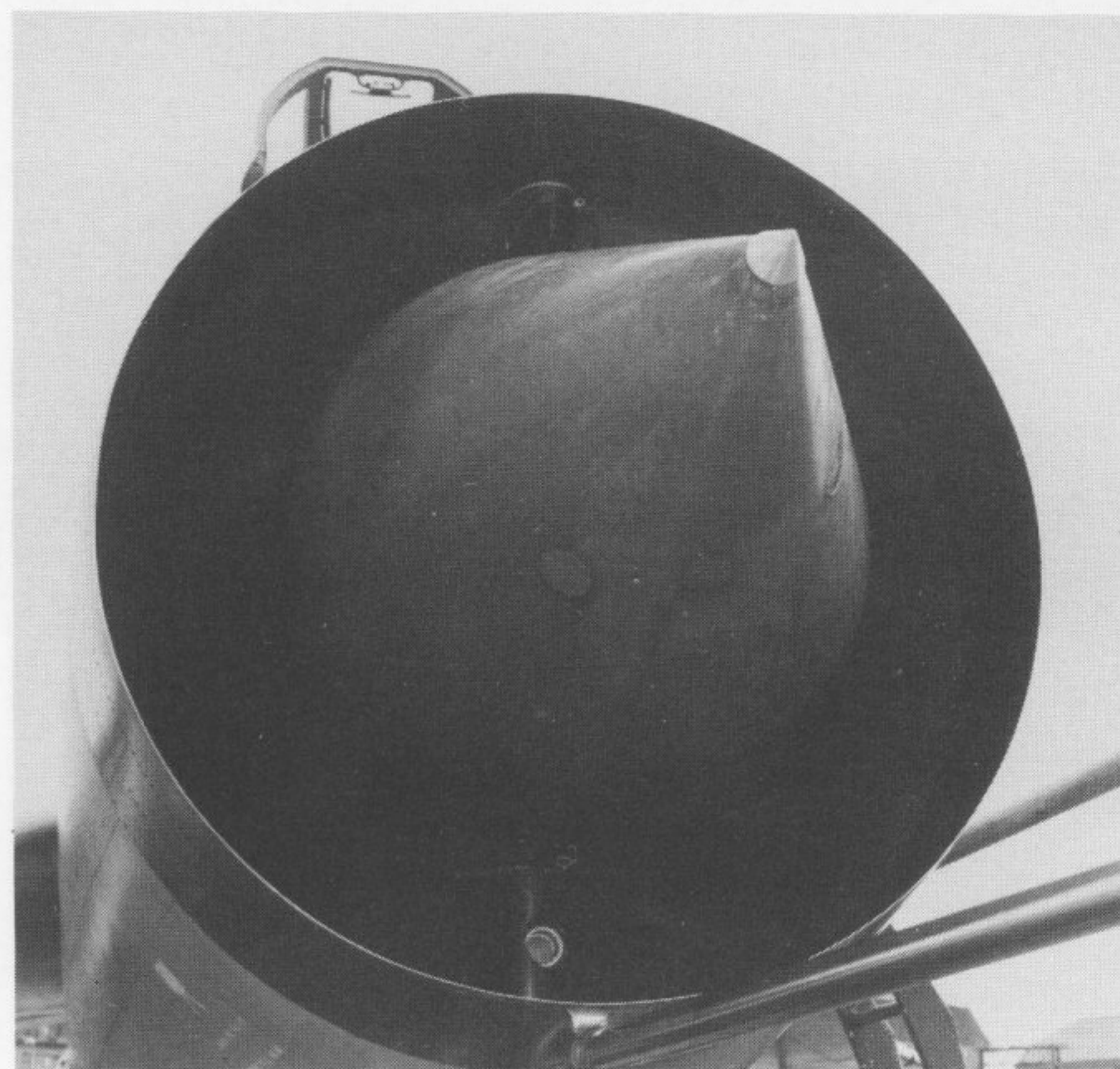
AIRFRAME

Below: Forward fuselage, starboard side, of a No 5 Squadron Lightning F Mk 6. The colour scheme for this particular machine, XR770/AA, is, even in these days of fluctuating Lightning finishes, unusual: Medium Sea Grey overall except for the lower surfaces of the wings and tailplane which show 'Barley Grey' (officially designated Semi-Matt Grey) and a silver belly tank, the whole scheme modified by a good deal of fading and weathering and a number of freshly painted items such as air brakes! The

position of the pink and pale blue fuselage roundel is also unusually low. Note the Red Top drill acquisition round, similar in appearance to the 'live' weapon but lacking forward fins.

Bottom left: Close-up view of nose radome, which houses Ferranti Airpass radar. Note the camera mounted in the lower spacer, and what appear to be repair patches on the radome itself.

Bottom right: Radome from the port side.





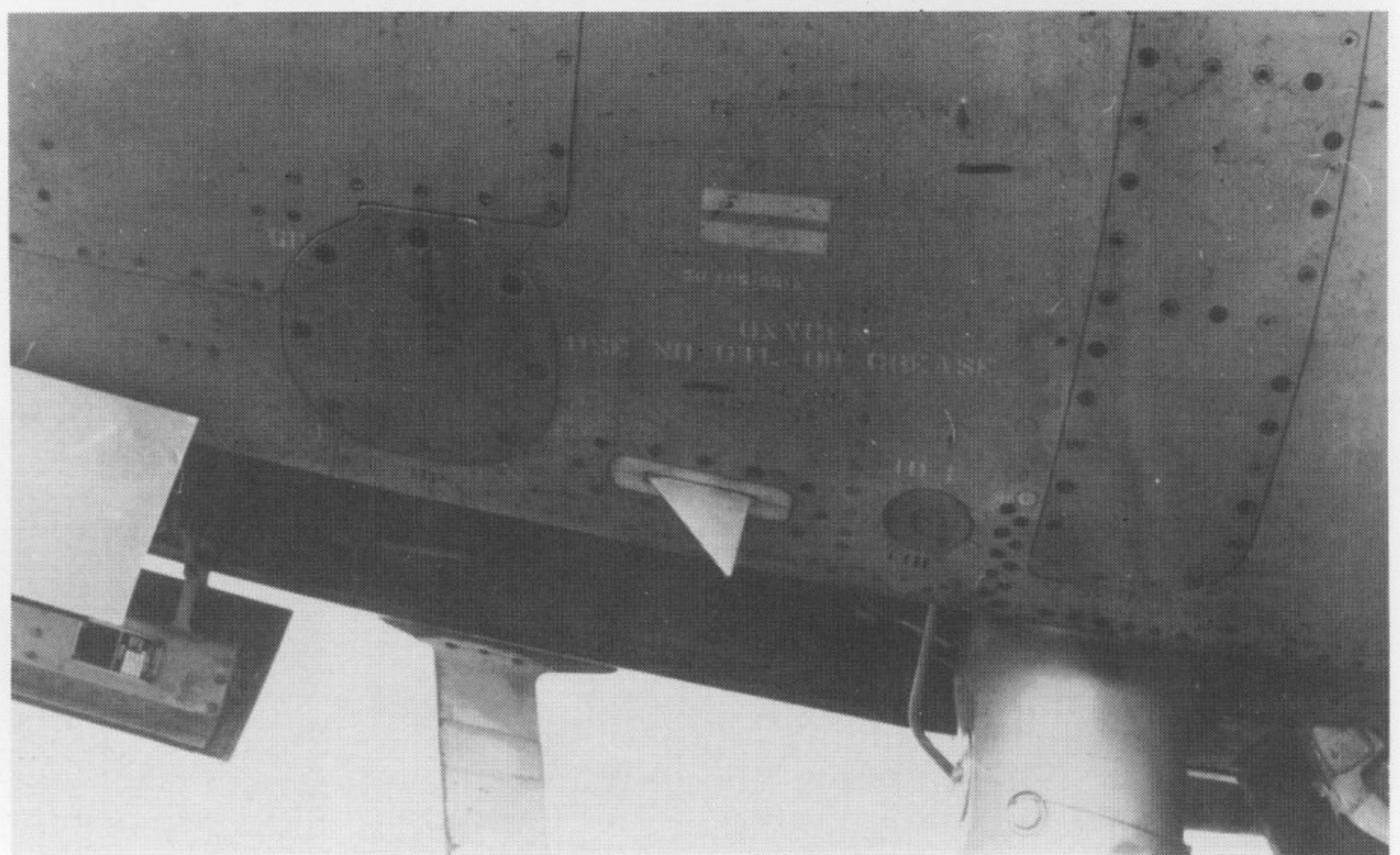
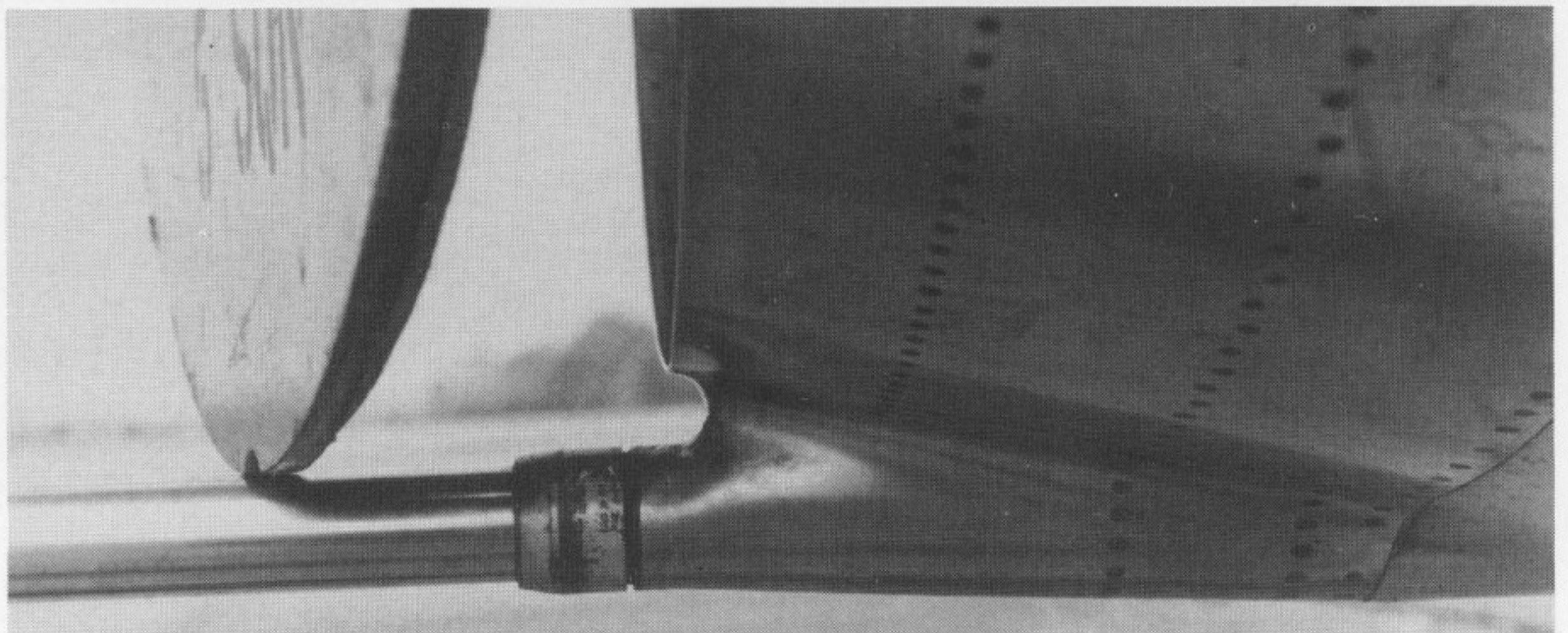
Above: Lightning F Mk 6 of No 5 Squadron, in recently applied Dark Sea Grey/Medium Sea Grey/'Barley Grey' finish. The lengthened fuselage cable ducts, visible behind the Red Top drill acquisition round, were peculiar to F.3s, T.5s and F.6s.

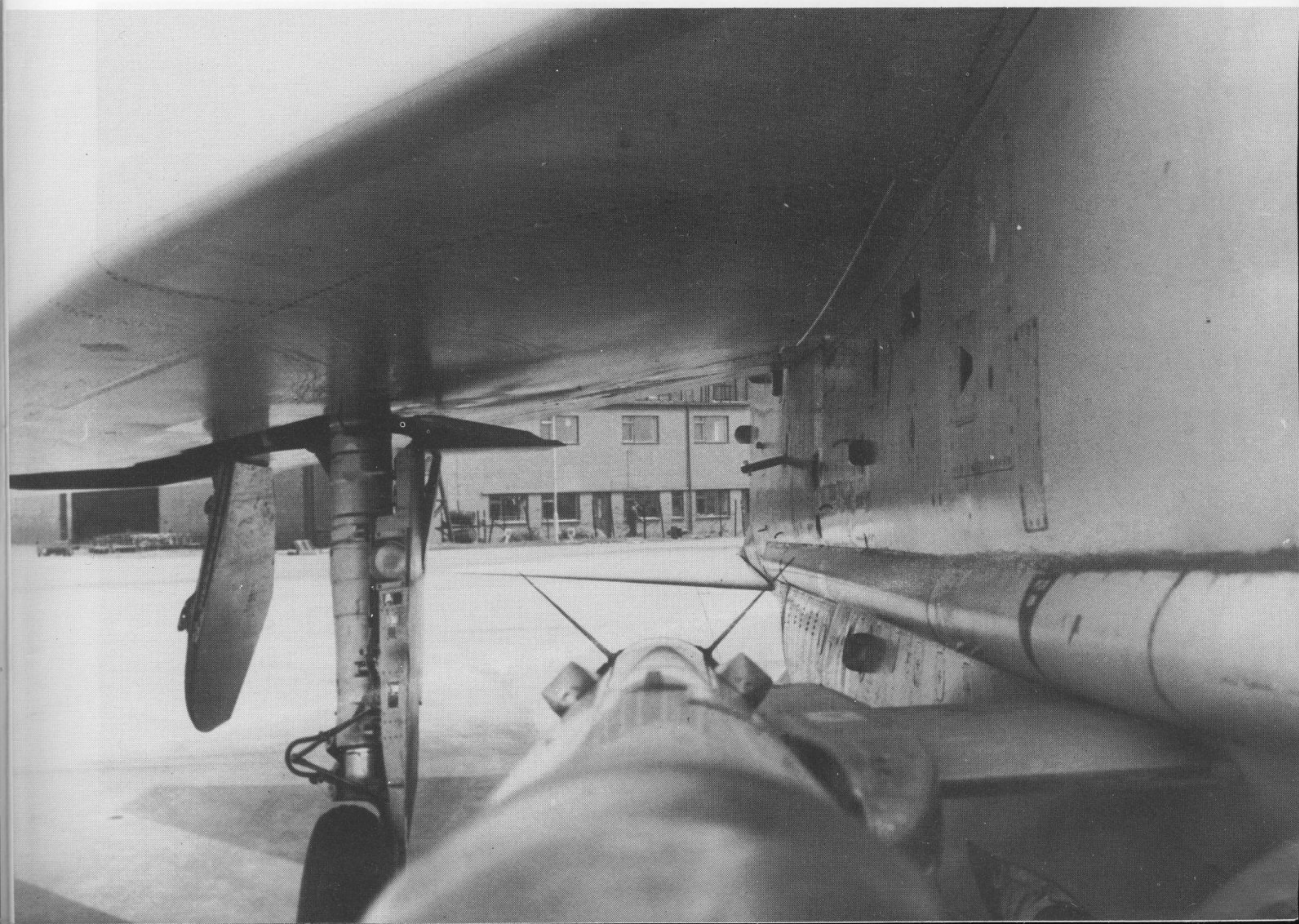
Right top: Close view of pitot tube mounting below intake rim. The tube is bright polished metal.

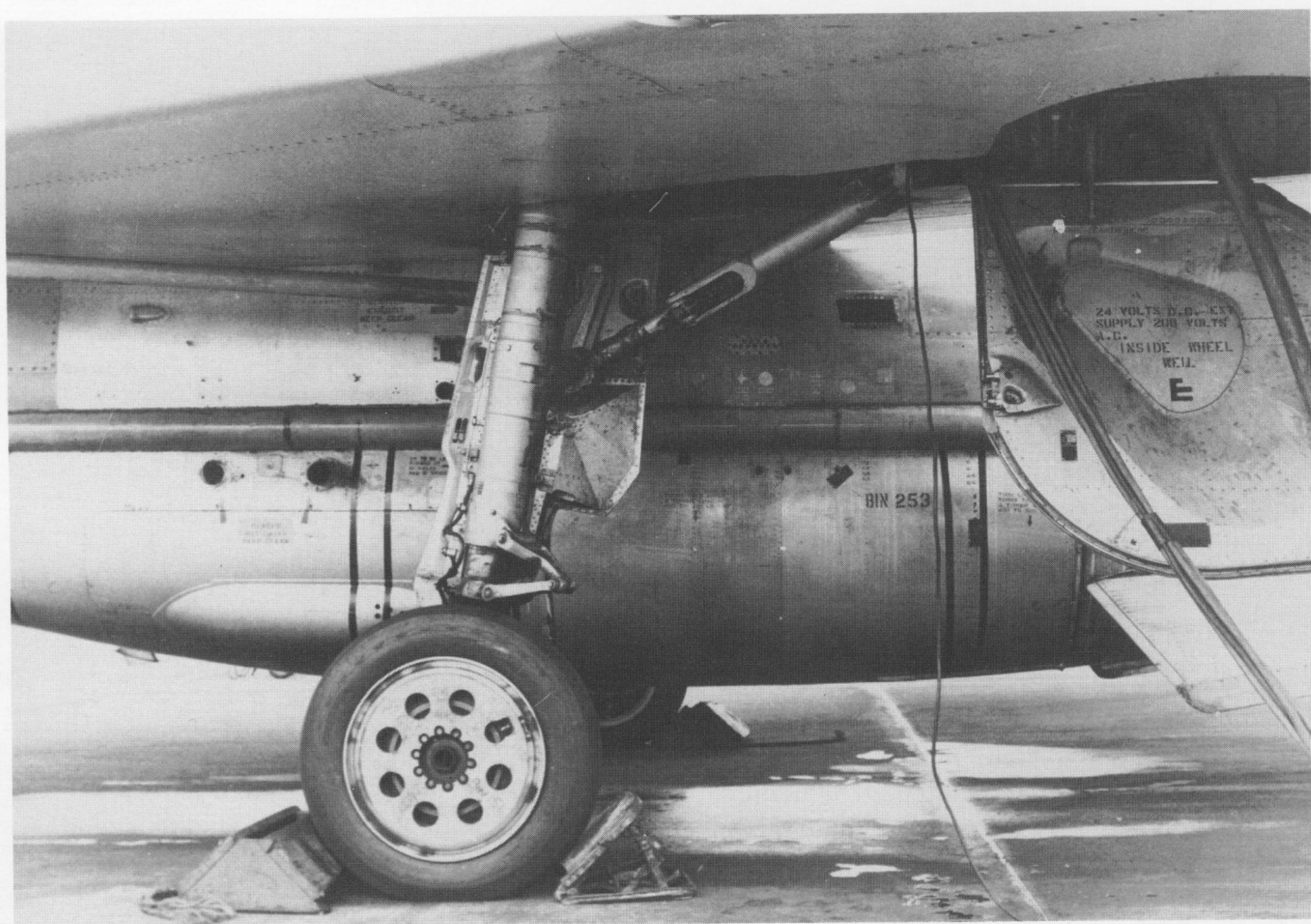
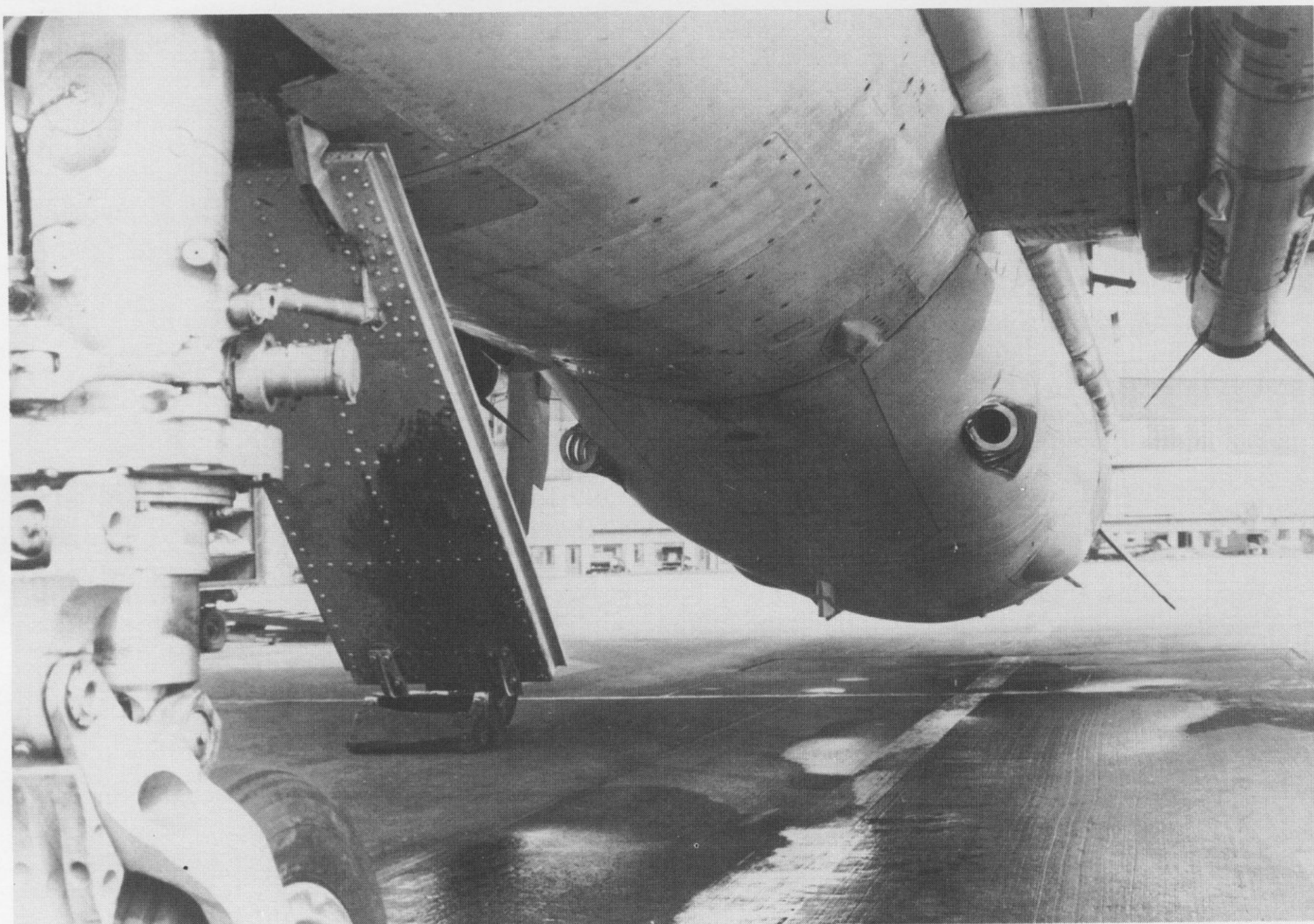
Right bottom: Detail of forward fuselage, port side, showing stencilling, triangular IFF antenna and ventral UHF antenna. F Mk 6.

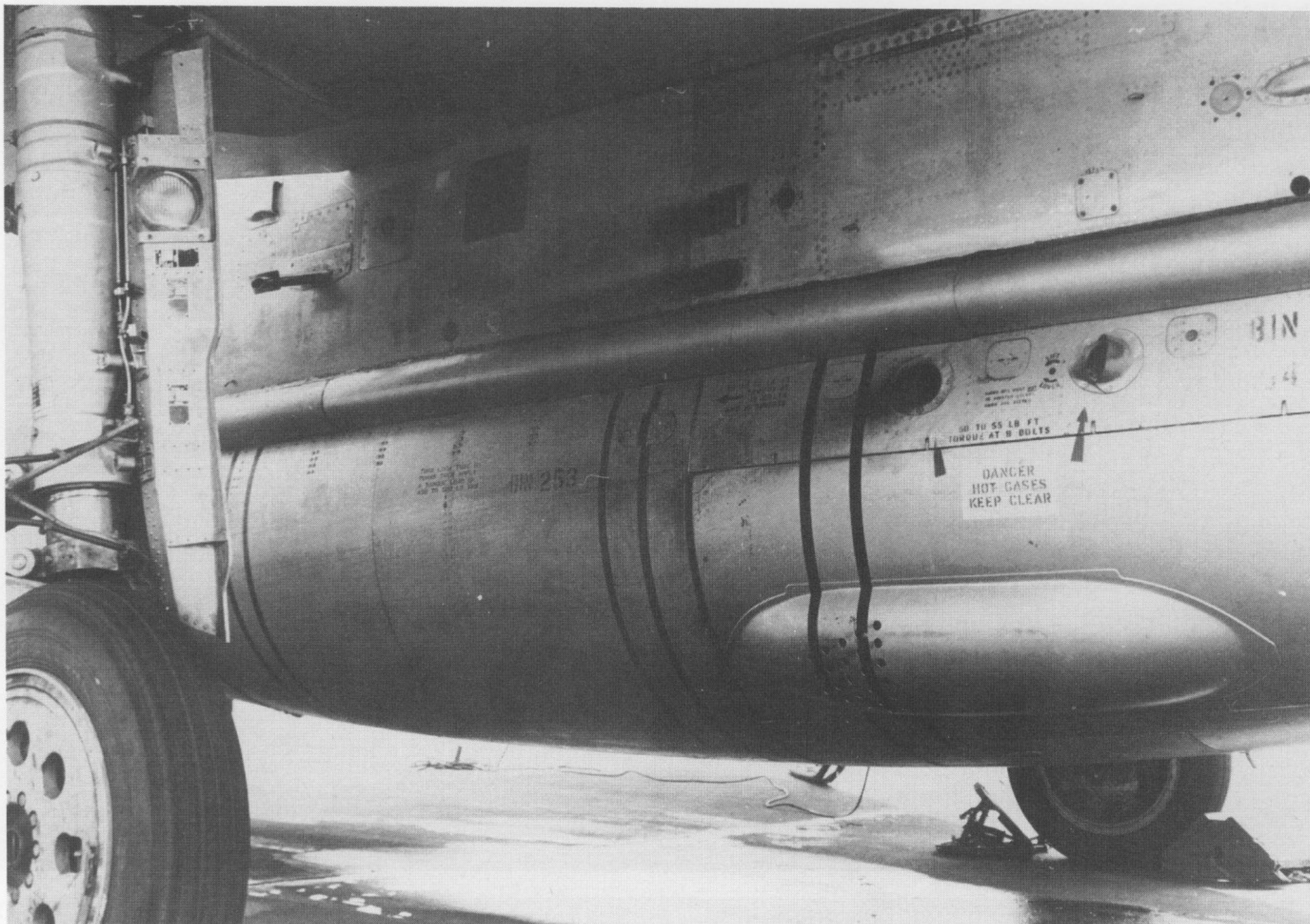
Opposite page top: Low-angle view of F Mk 3 XP751/AQ; this aircraft carries a Dark Sea Grey/Dark Green camouflage scheme, with lower surfaces unusual in being Medium Sea Grey beneath the fuselage and natural metal below the wings and tailplane. Note the camouflage 'wrap-around' along the wing leading edge and the drab-painted Firestreak missile. The photo shows the cranked cockpit ladder, its shape determined by the need to clear the port missile. Note the natural metal panel beneath the centre of the wing root, left thus to ease fatigue check. IFR probe is Light Aircraft Grey with black attachment points.

Opposite page bottom: View along starboard fuselage of XR770. Note shape of missile pylon, filler along cable duct/fuselage joints, and strake beneath wing close in to the root.









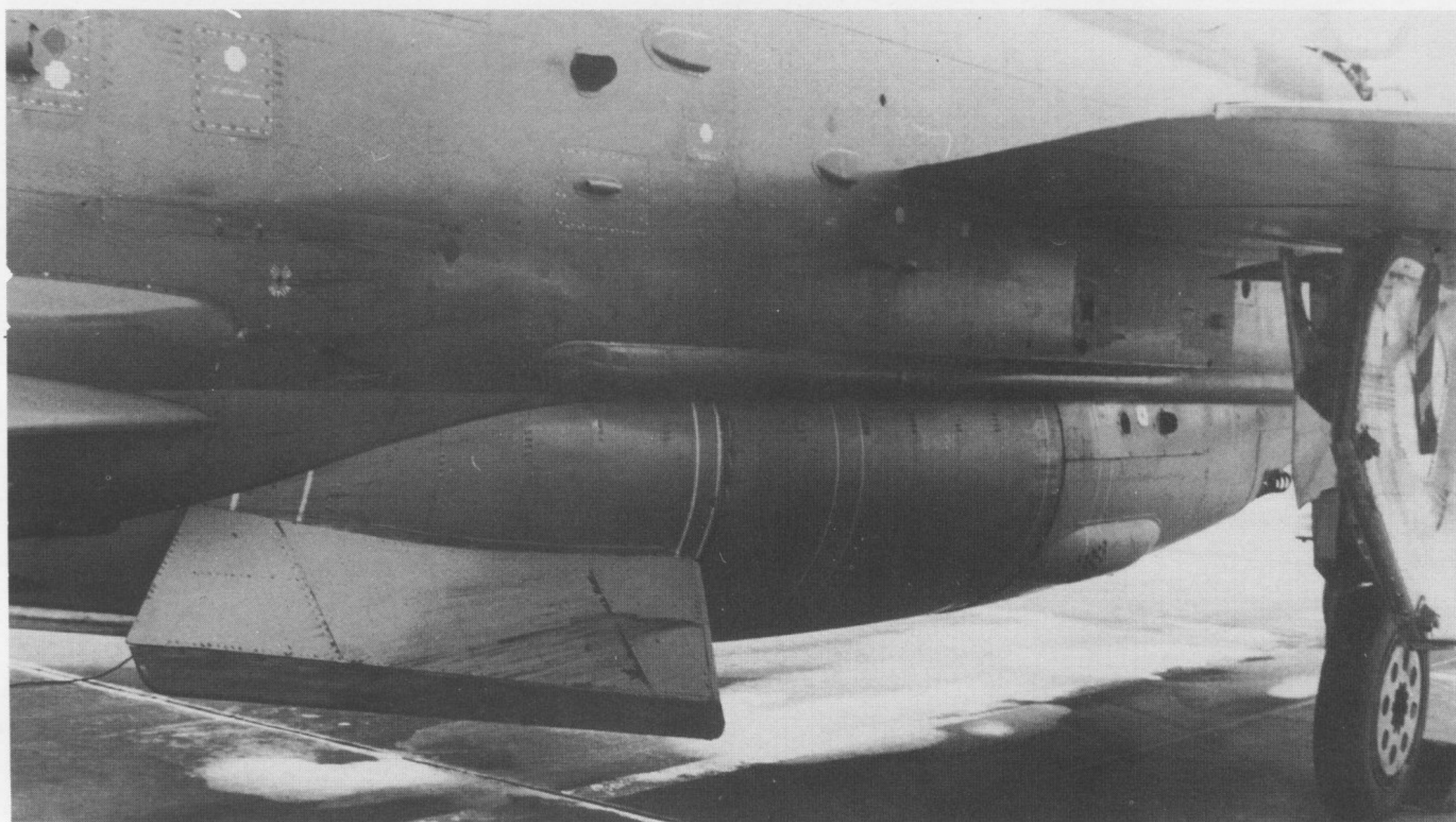
Opposite page top: F Mk 6 lower fuselage viewed from forward, emphasising the generous contours of the ventral fuel tank. The positions of the two 30mm Aden cannon are clearly evident.

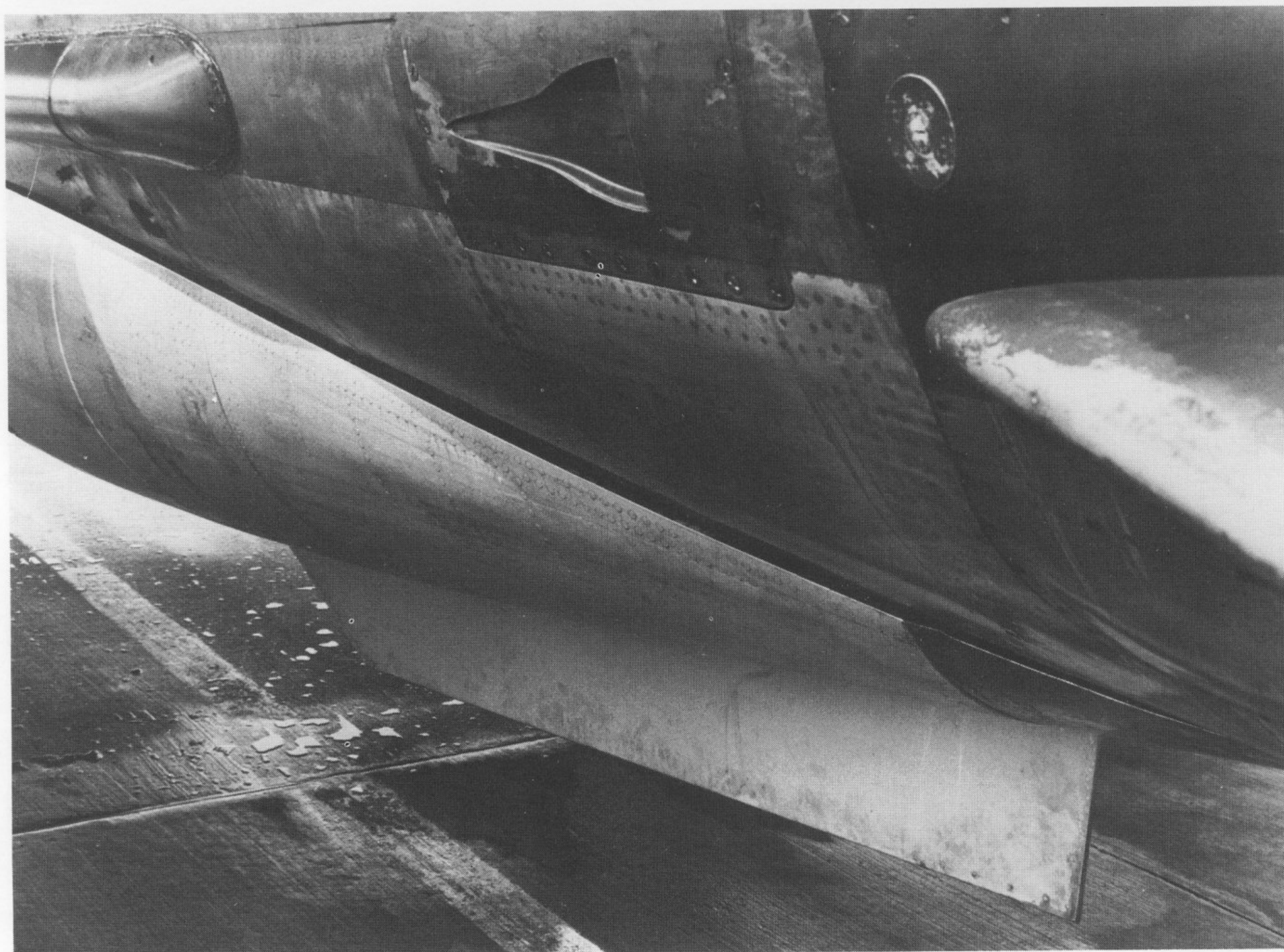
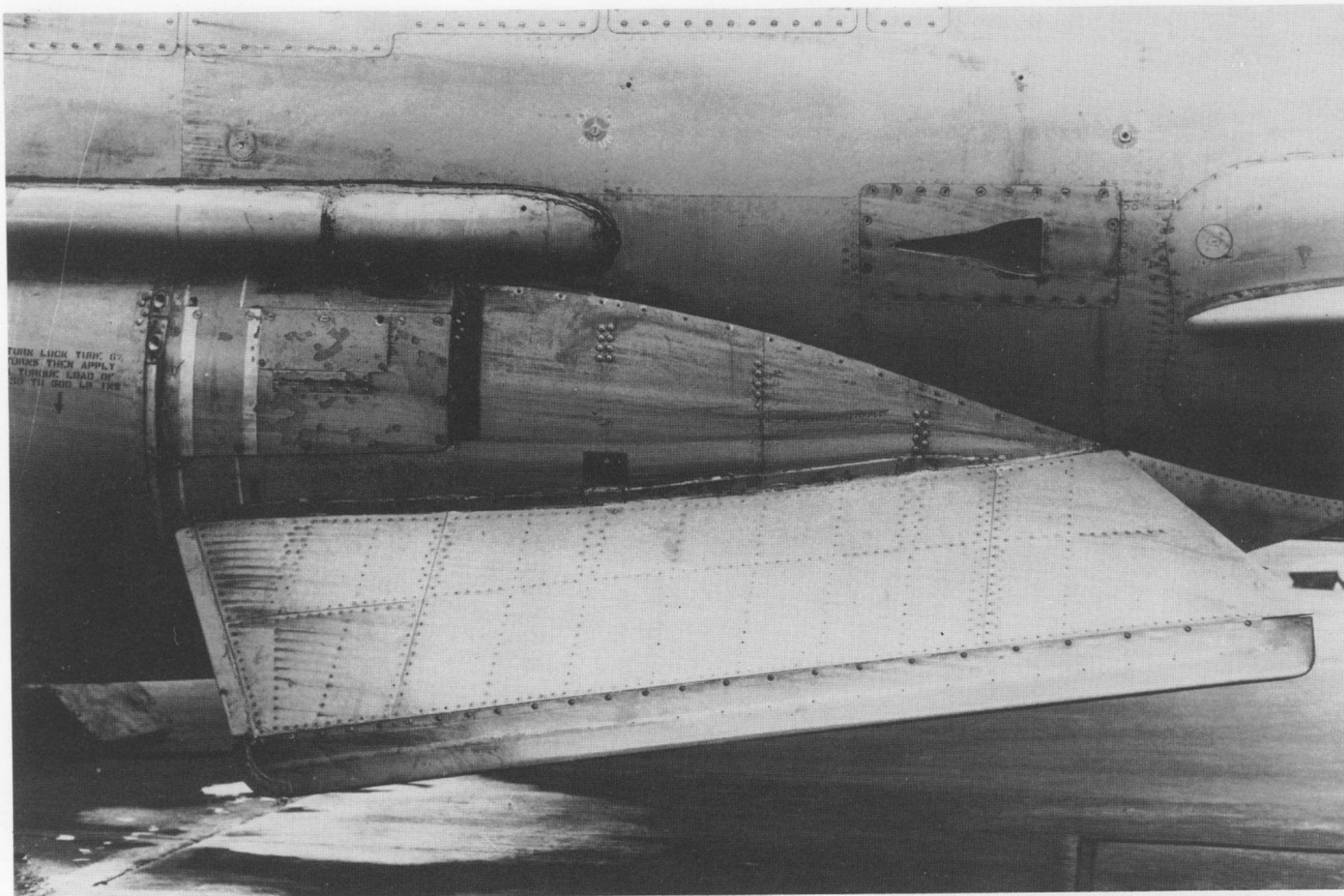
Opposite page bottom: Ventral tank from the port side; trestle bands are black. Note ground power cables

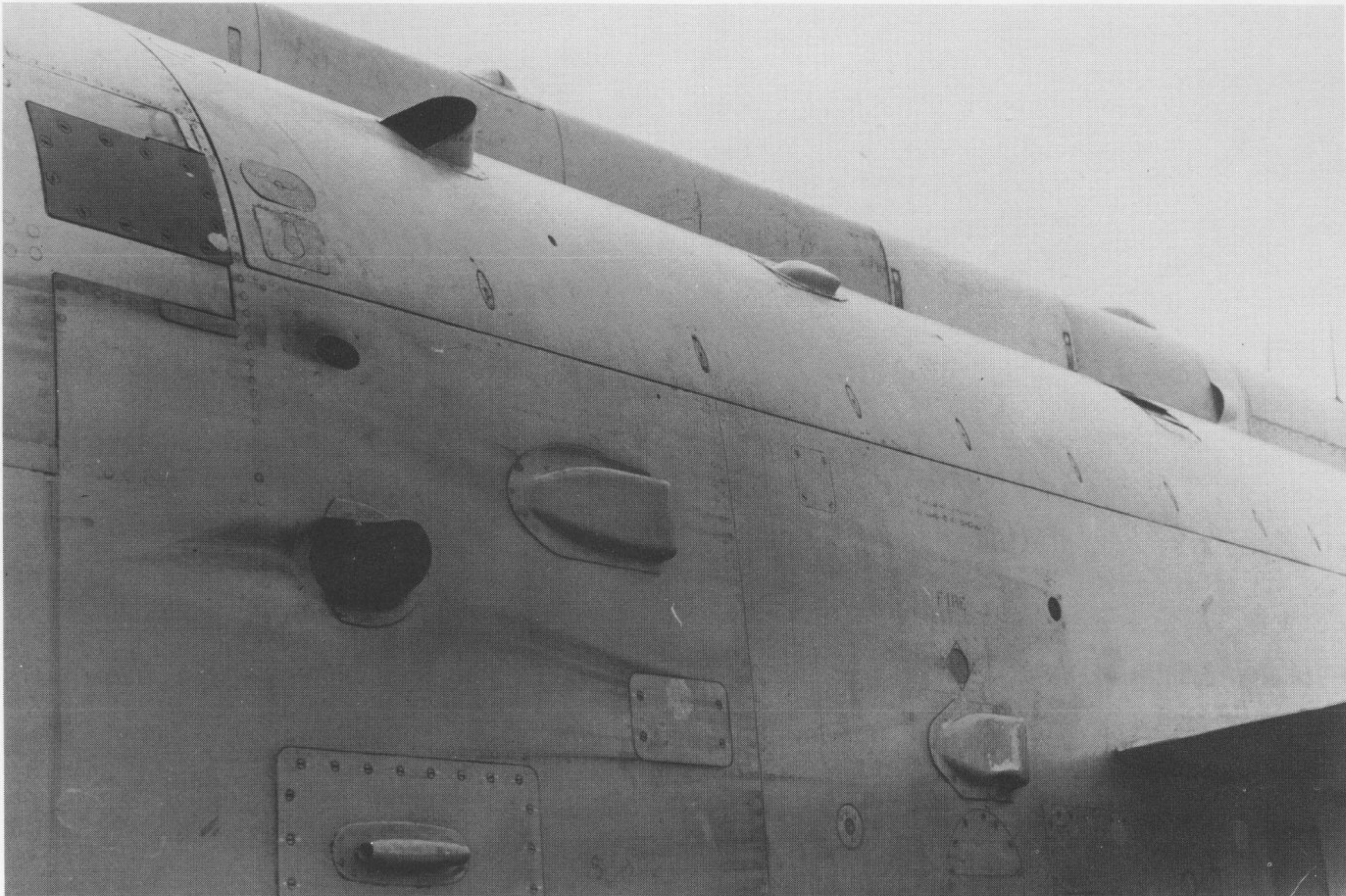
disappearing into the wheel well.

Above: Belly tank from the starboard side, showing prominent cannon blister with gas vents aft and exhaust outlets for lower Avon powerplant systems.

Below: Ventral tank of F Mk 6 has twin fins at rear instead of the smaller, central strake of the F Mk 3.





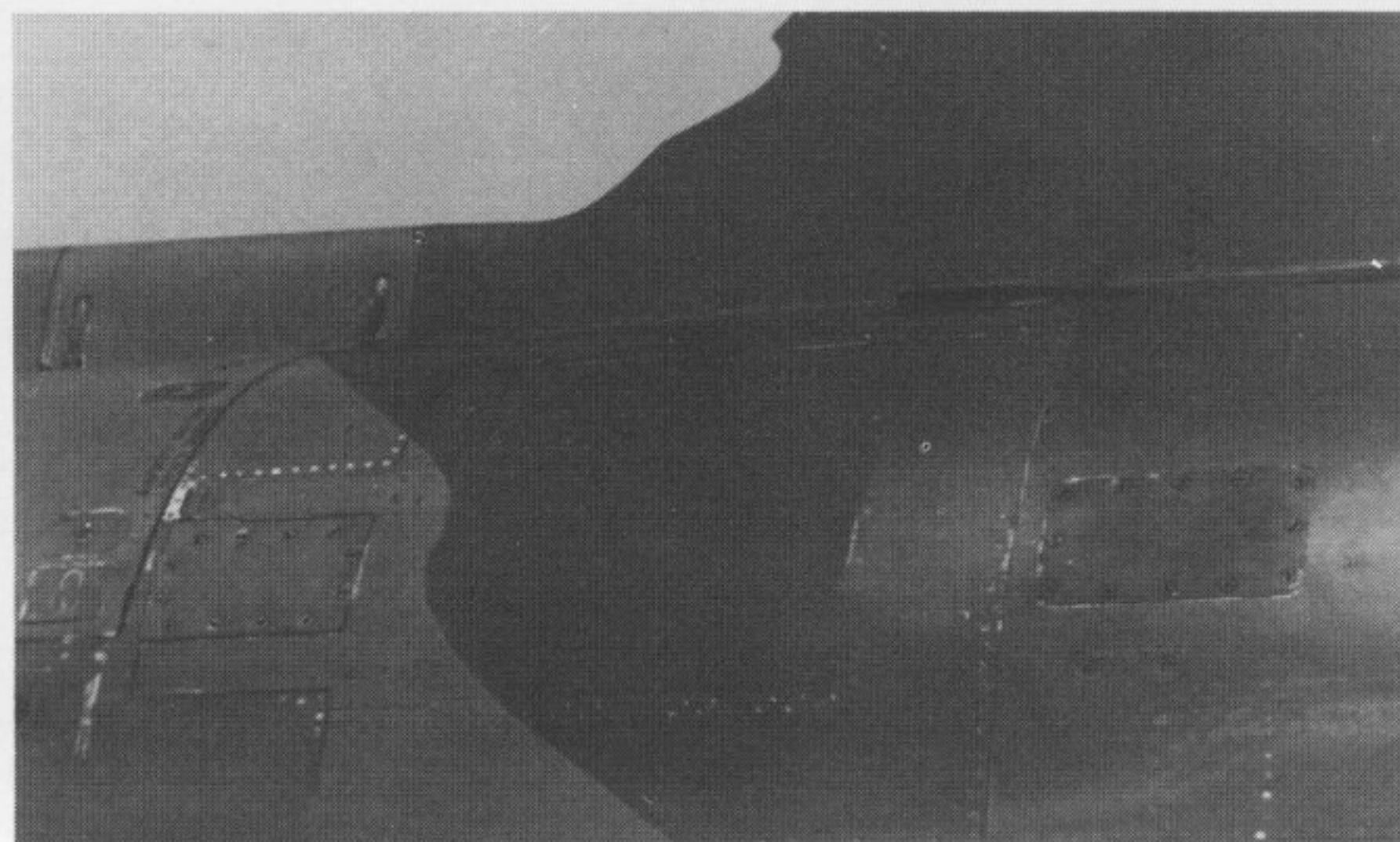
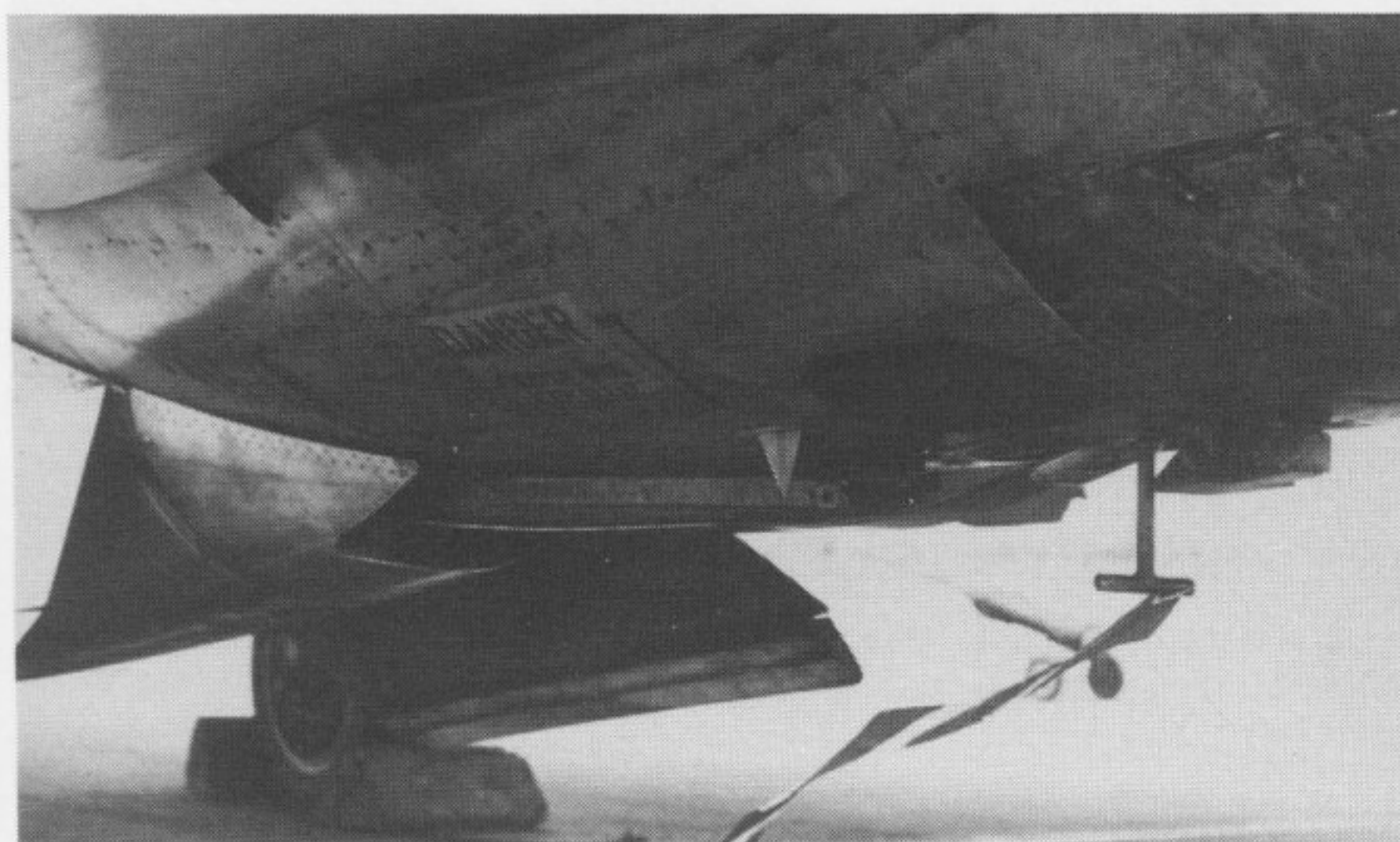
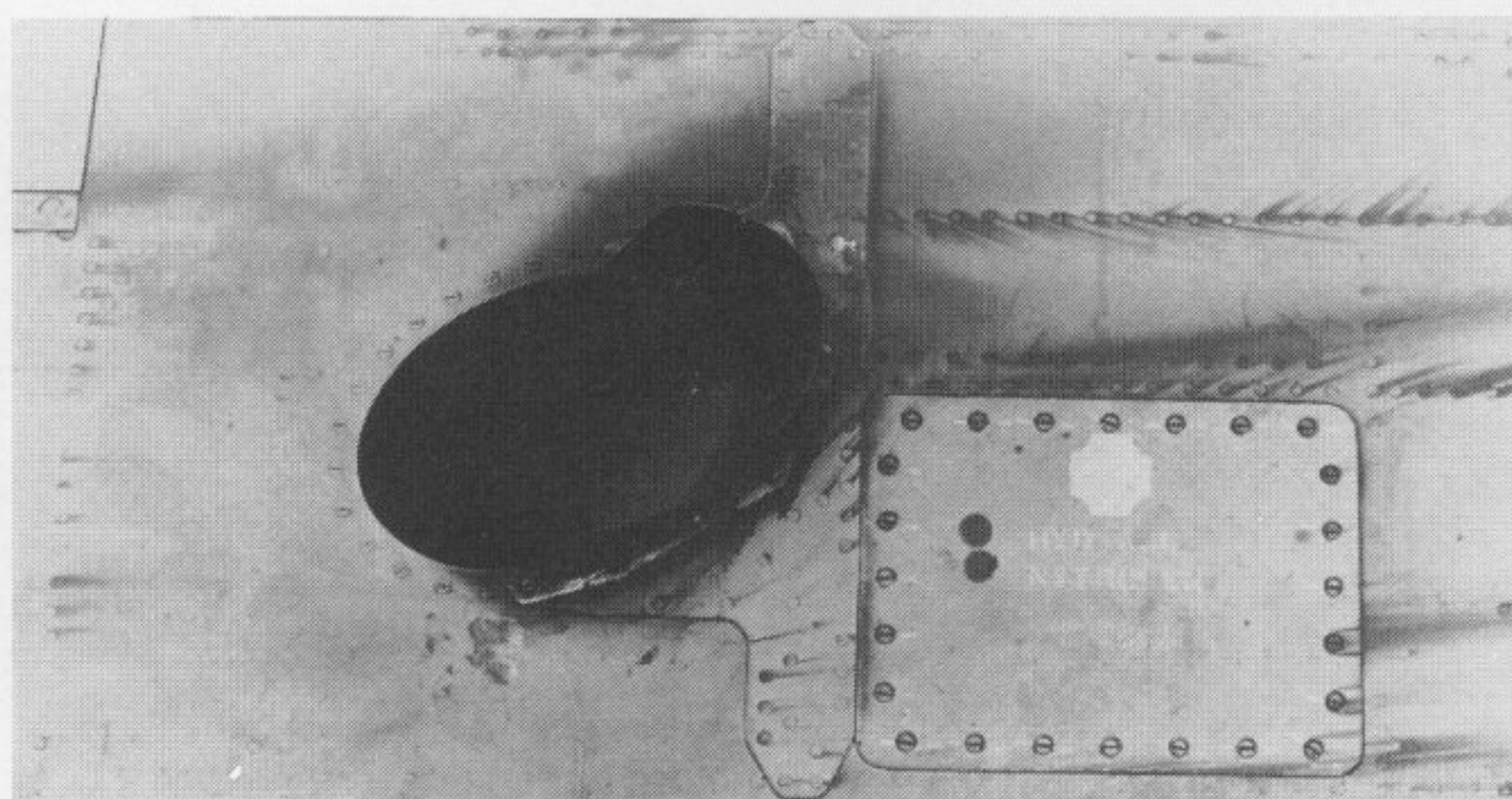
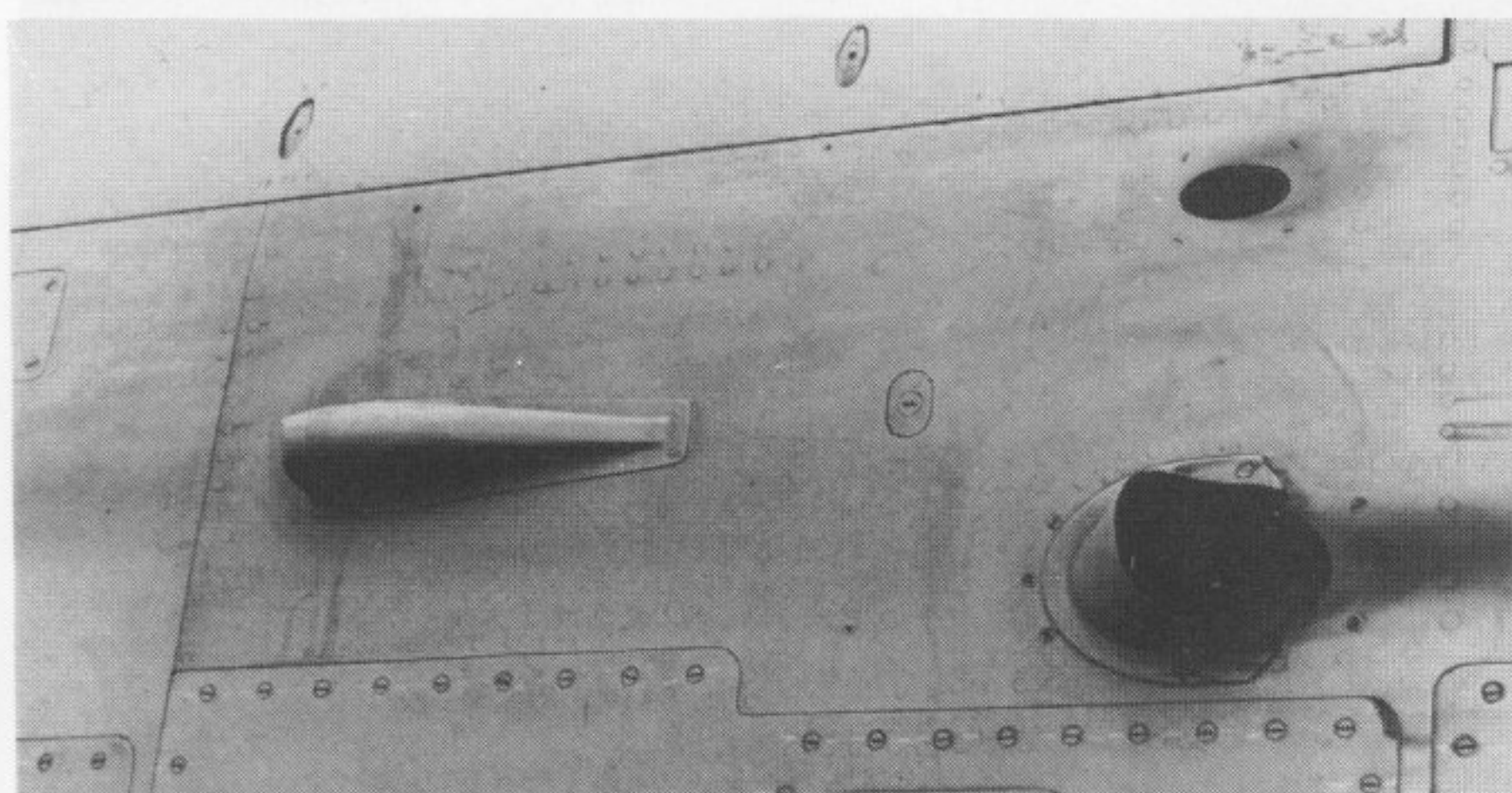


Opposite page top: Port ventral fin, Lightning F Mk 6.
Opposite page bottom: Rear of F Mk 3 ventral fuel tank. This photograph shows well the prominent gap at the tank/fuselage junction.

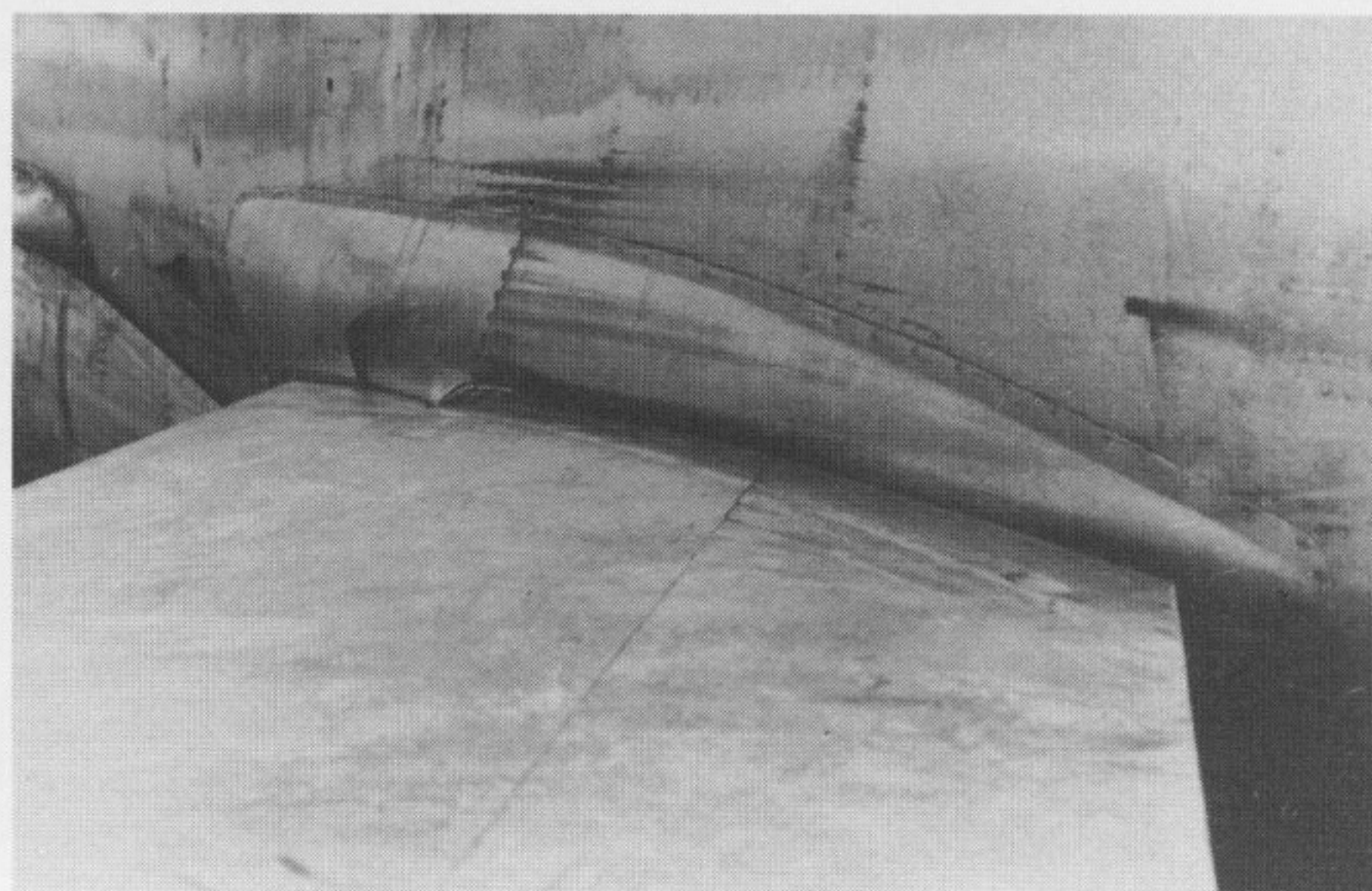
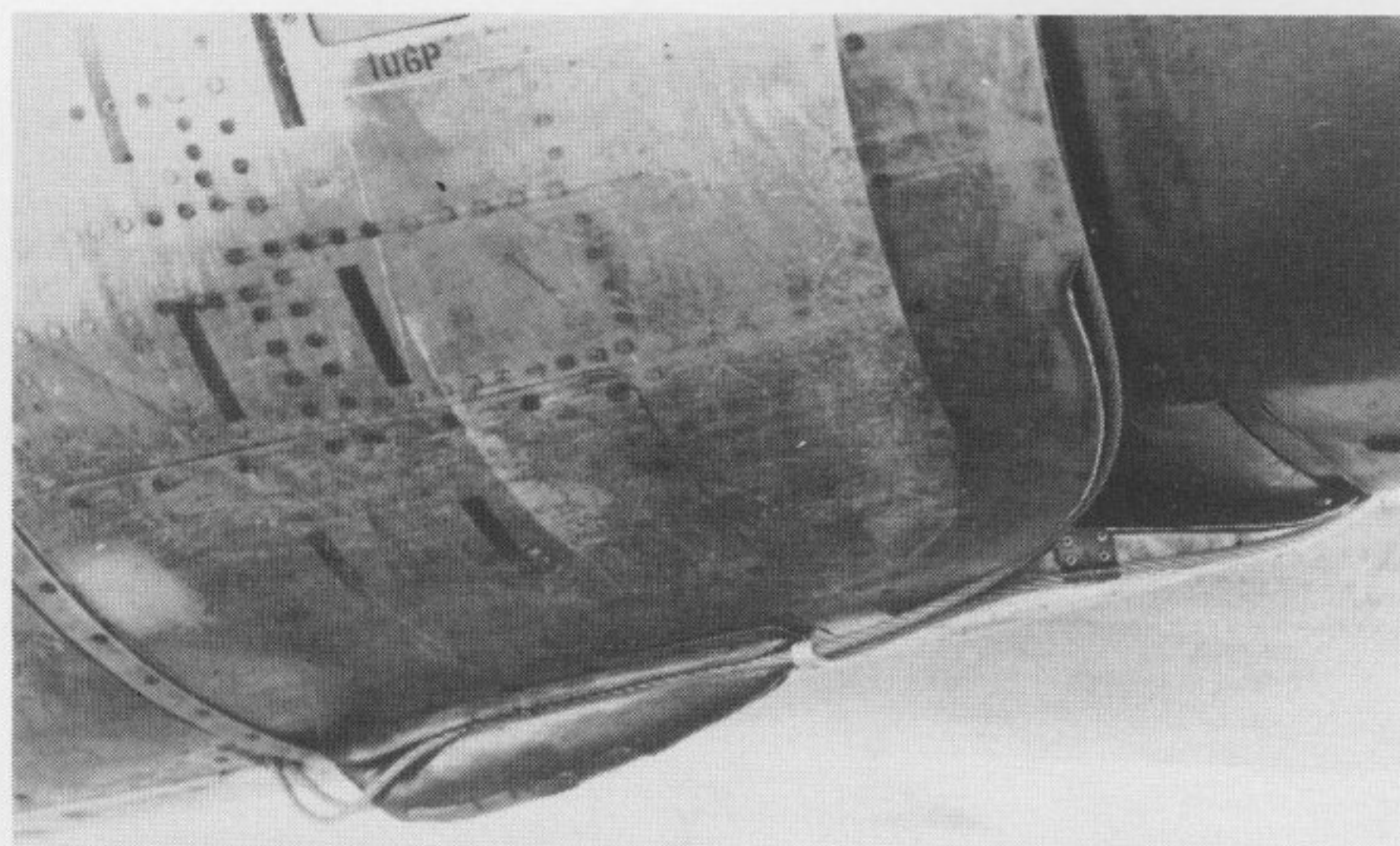
Above: Detail of rear upper fuselage, starboard side, F.6, showing the many intakes and outlets present.

Below left: The corresponding area on the port side. Note how the screwheads are precisely aligned to the airflow.

Below right: Exhaust outlet for main accessory-drive unit, situated on port rear fuselage. Rivets encourage deposition!
Bottom left: Non-retractable, single-action 'dump' arrestor hook below rear fuselage, F Mk 6. Note presence of locking pin, with 'Remove Before Flight' tag attached.
Bottom right: Port airbrake, F Mk 3. Note also the afterburner cooling intake by the fin root and the accessory-drive cooling intake on the fin leading edge.







Opposite page: Tailfin of F.6 XS899; blackish area at tip is a dielectric panel. Note also the natural metal band immediately in front of the twin tailpipes and the navigation light just visible beneath the tailplane trailing edge.

Above left: Rear fuselage of XR770 provides contrast to the photograph opposite, showing a well-streaked paint finish and a simplified No 5 Squadron fin badge.

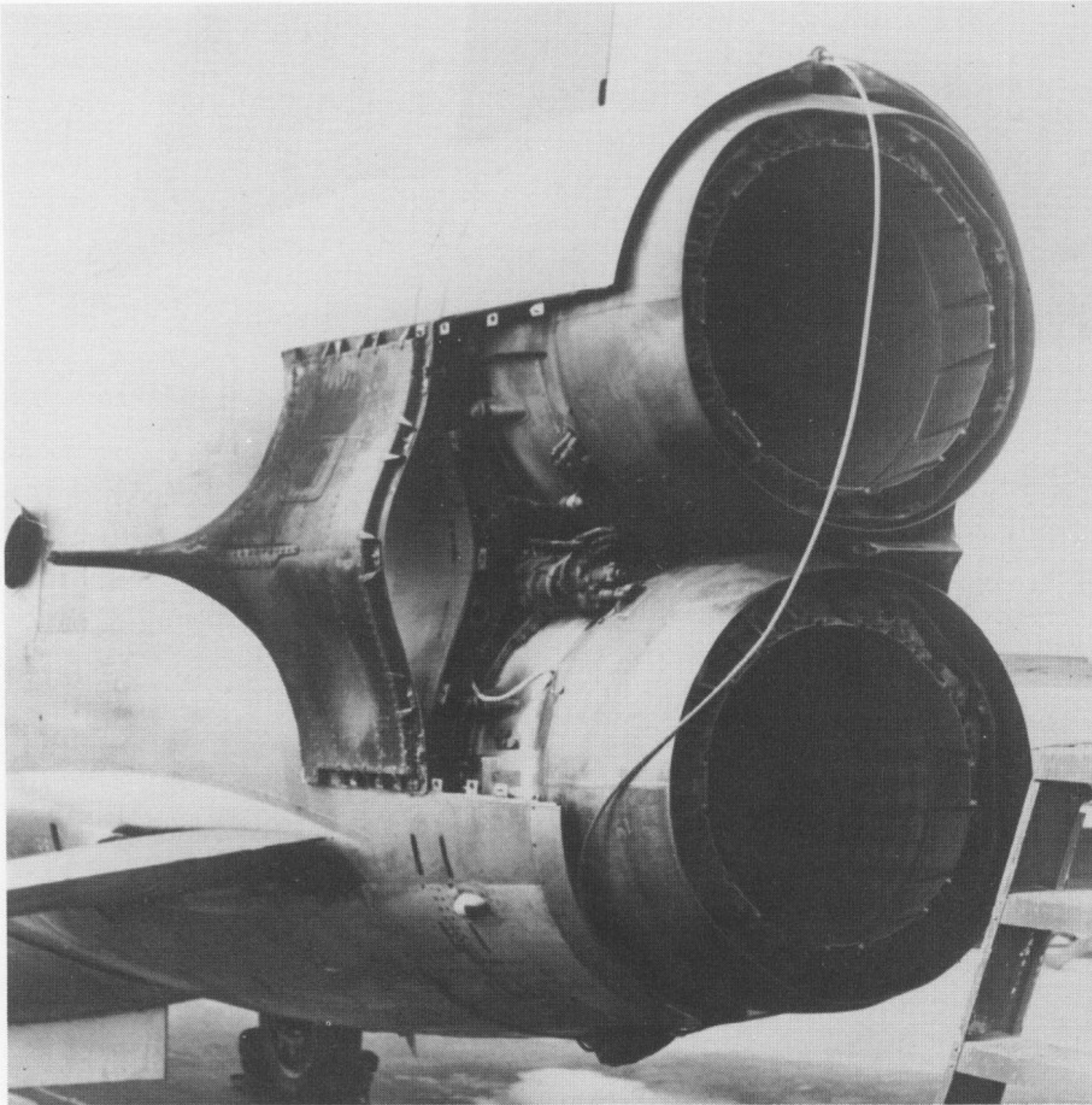
Right top: Close inspection of area beneath tailpipes reveals

portion of braking parachute cable. Broken lines flank rear fuselage mainframe. Note how parachute cable tucks neatly around the tail bumper.

Right above: Port tailplane root, showing aerodynamic fairing which covers powered actuator mechanism; Lightning tailplane is all-moving and has no separate elevators.

Below: Tip of port tailplane, F Mk 3; F Mk 6 is identical. Note 'hard' camouflage demarcation line.



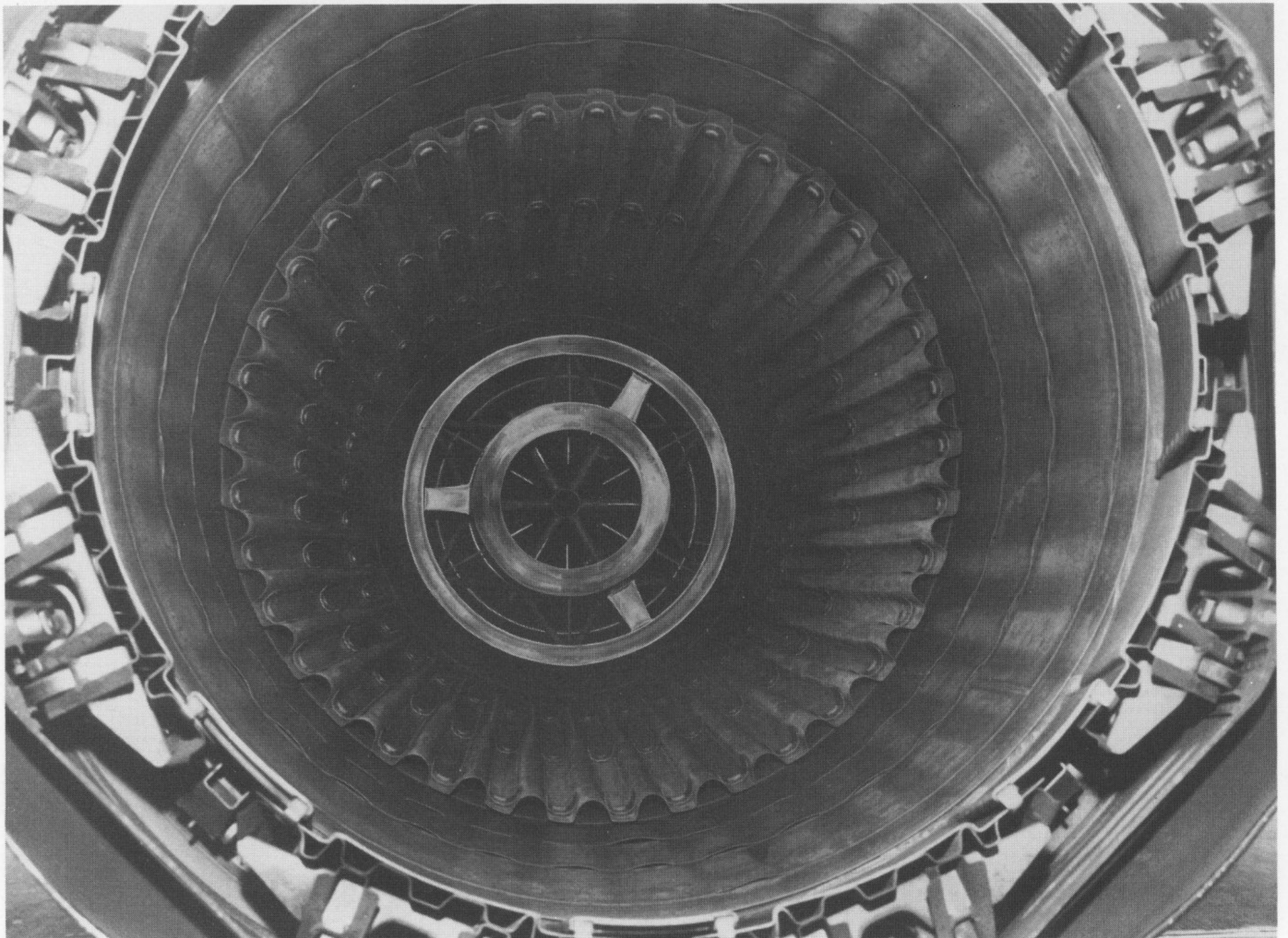


Left: Resetting the drogue parachute after a Lightning has landed is a time-consuming task; the 'chute streams from the top of the fuselage but the housing is low down on the port side. The open access hatch also affords a view of the mechanism that actuates the variable afterburner nozzles.

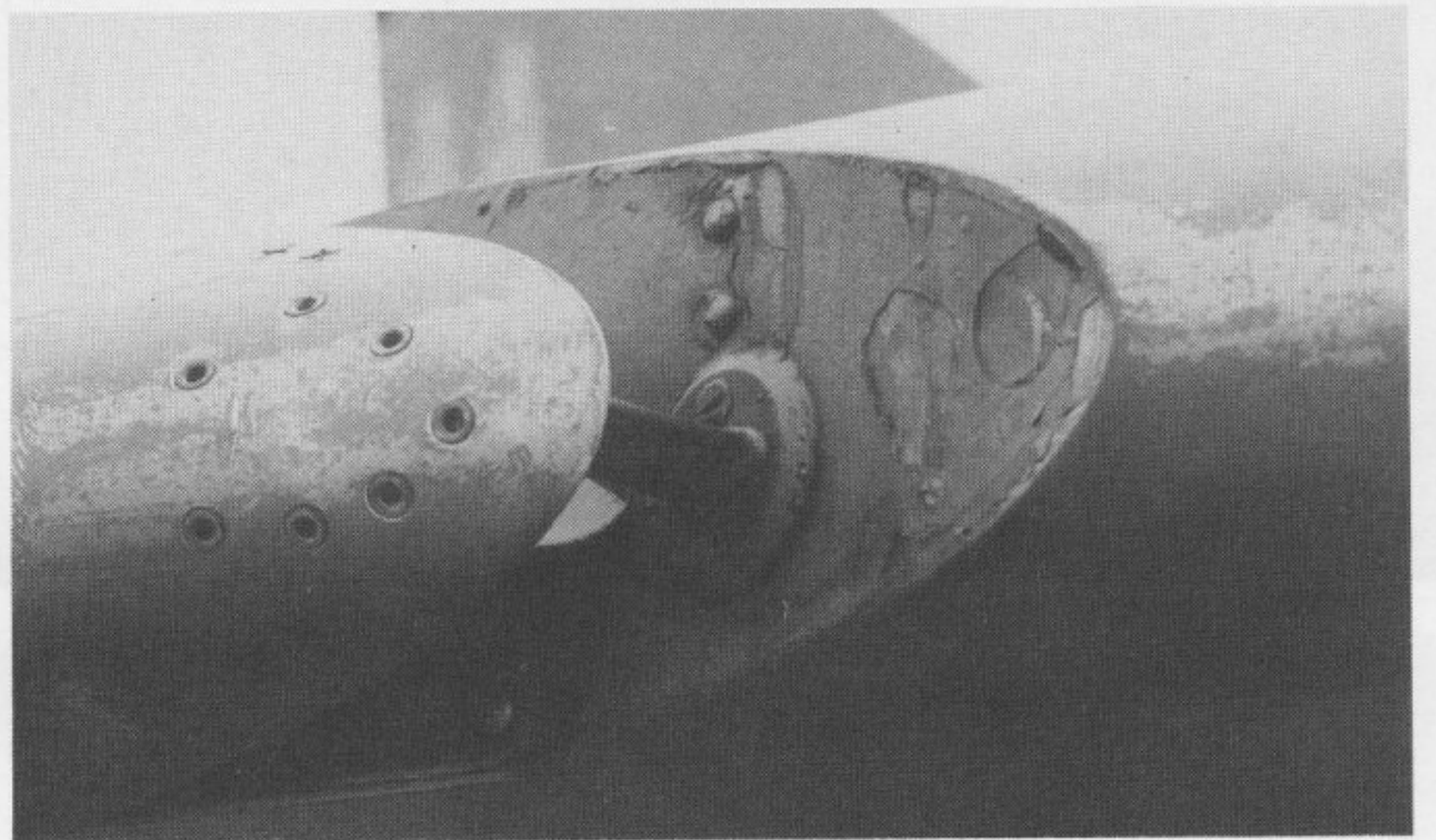
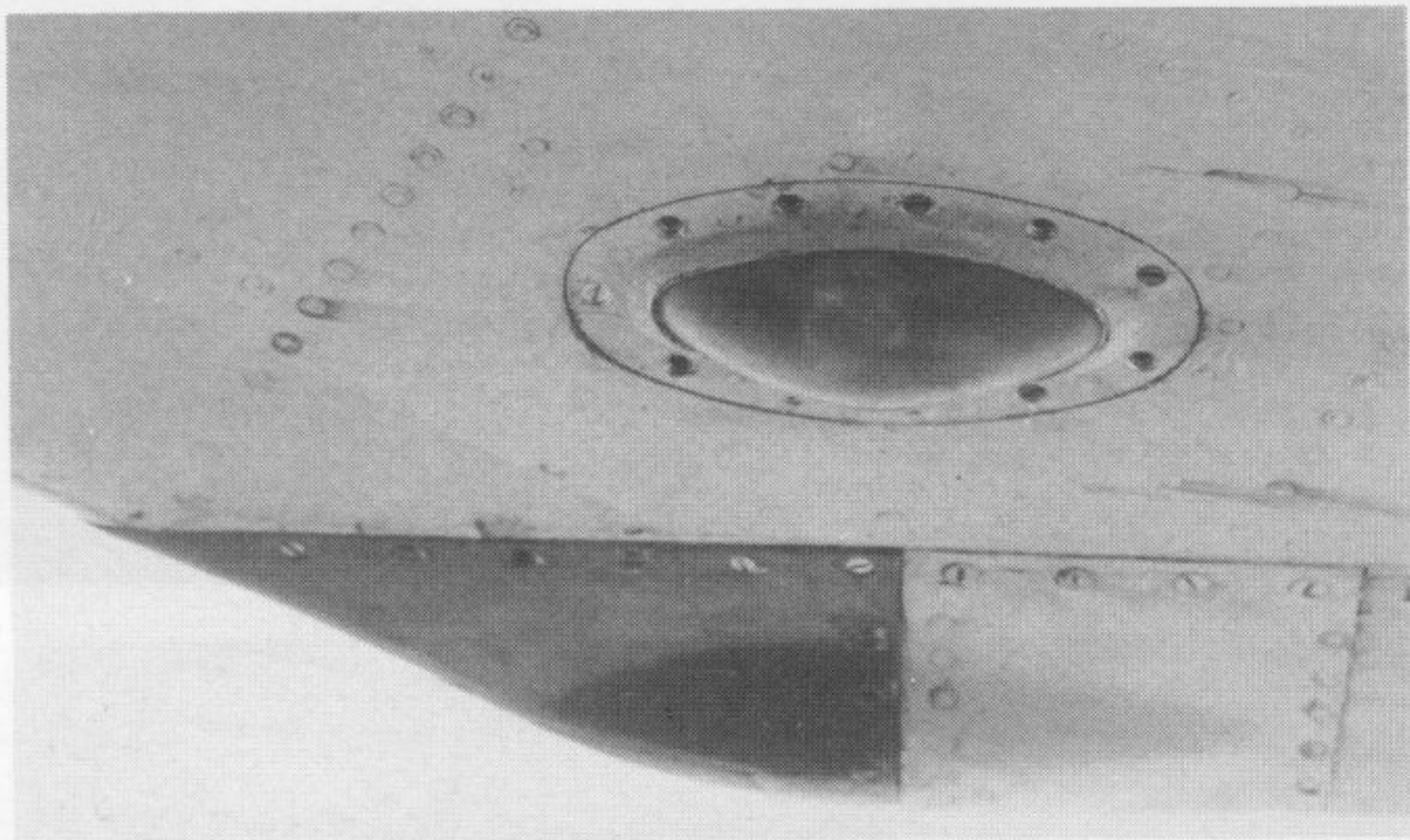
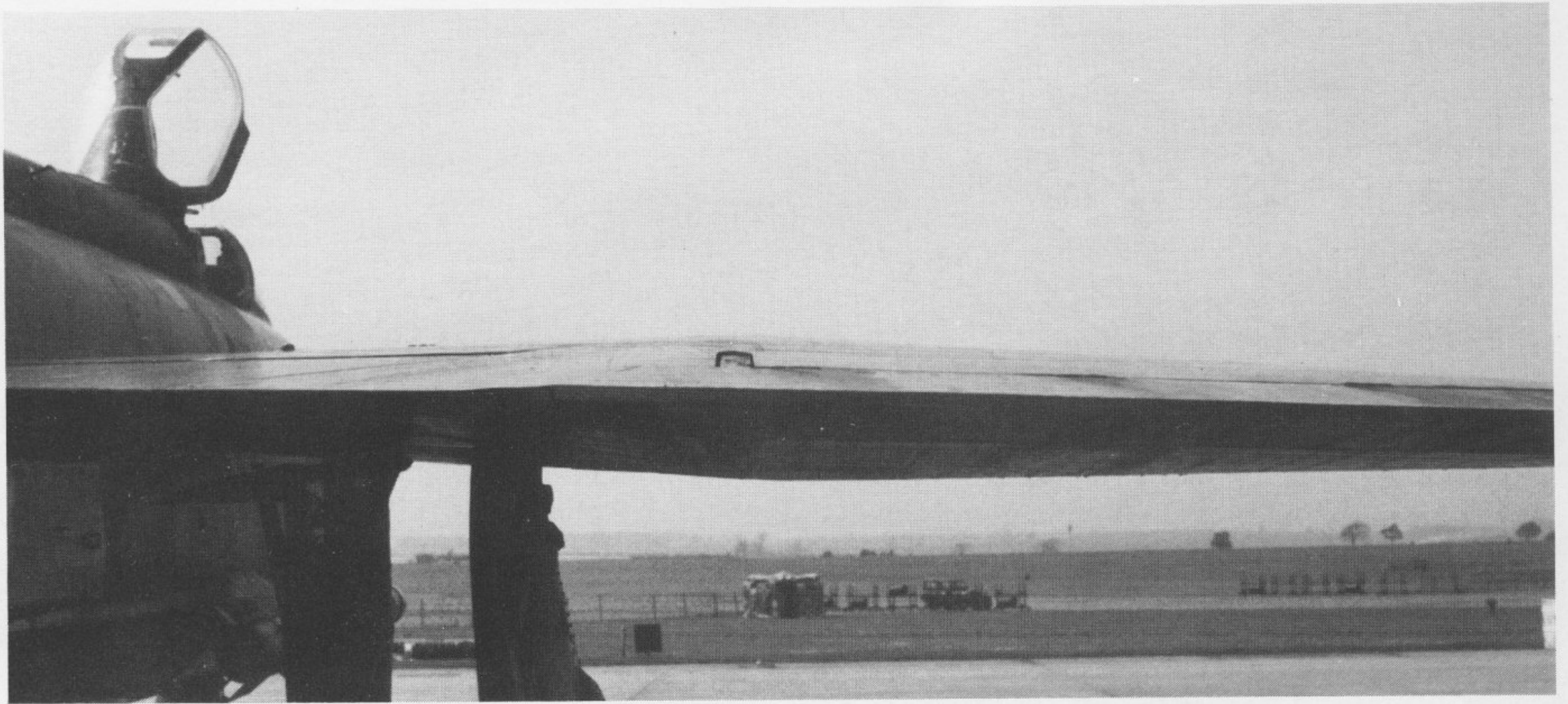
Below: A glimpse inside the afterburner cone of the Lightning's lower Avon powerplant; variable-geometry 'petal' actuators surround the rim. The two Avon 302 turbojets are very fuel-thirsty compared to present-generation powerplants, but they enable the Lightning to reach Mach 2.3.

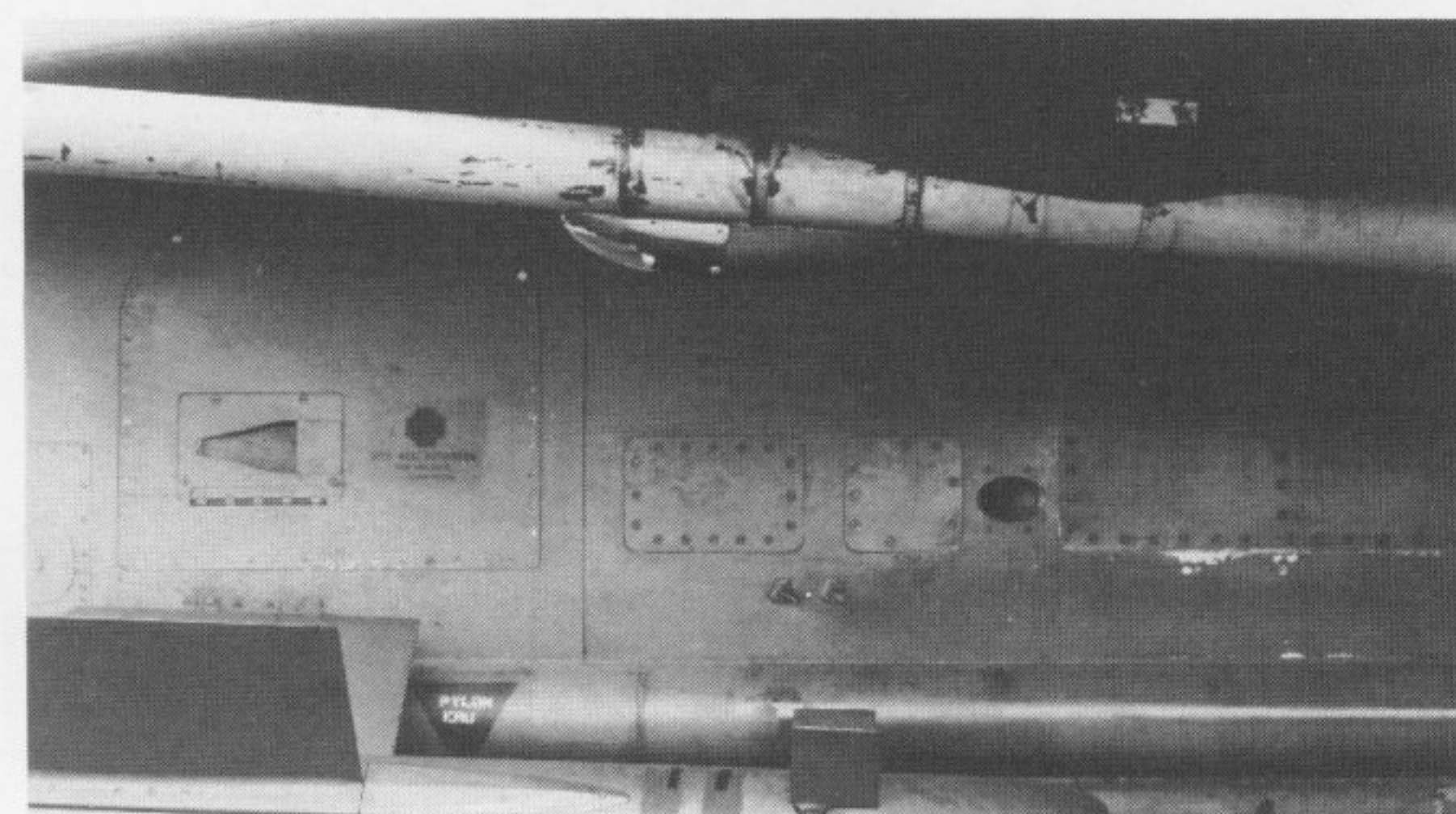
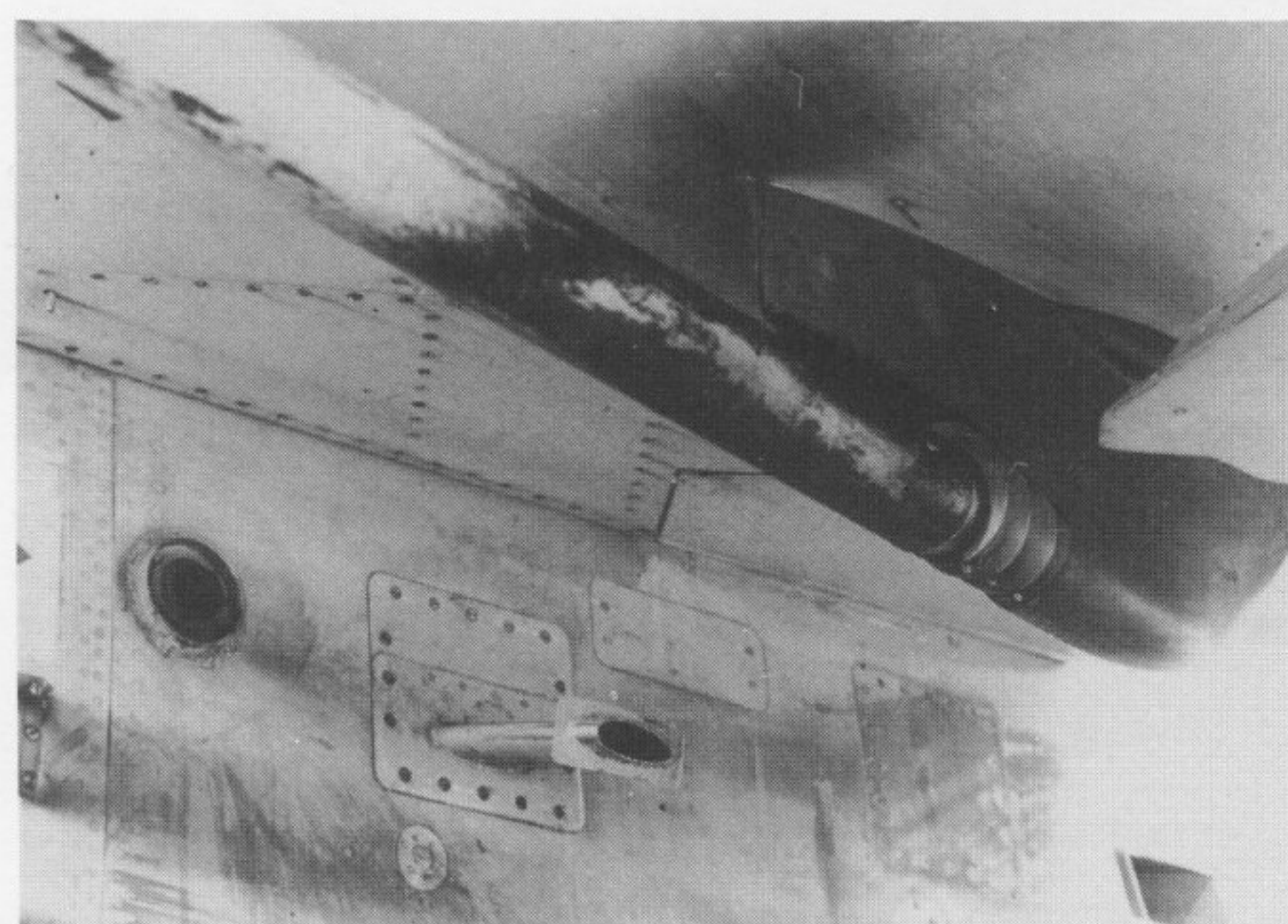
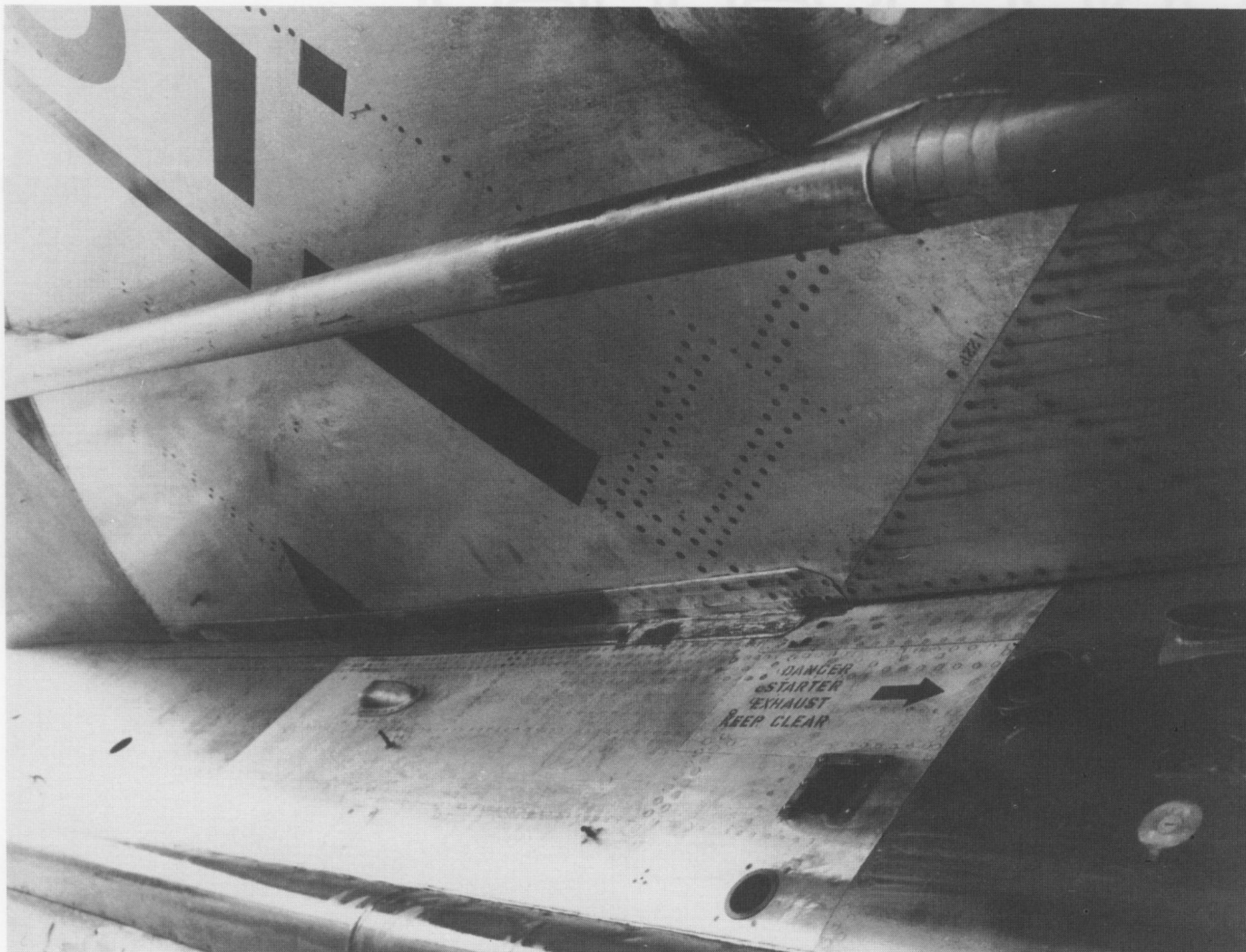
Opposite page top: View over the port wing of an F Mk 6 shows both the crank and the cambering of the leading edge. Note twin communications antennas and generator cooling intake and outlet along fuselage spine; this dorsal fairing houses much of the aircraft's electrical equipment, which is thus readily accessible.

Opposite page bottom: F Mk 3 port wing; note different aileron design. Trailing edge of Lightning wing is squared off at inner aileron/hinge junction but tapers in each direction away from there. Camouflage here shows sprayed edges only on flaps.









Opposite page top: Perspective and the 60-degree sweepback of the wing over-emphasise the thickness of the latter outboard of the main undercarriage bay on this F.3.

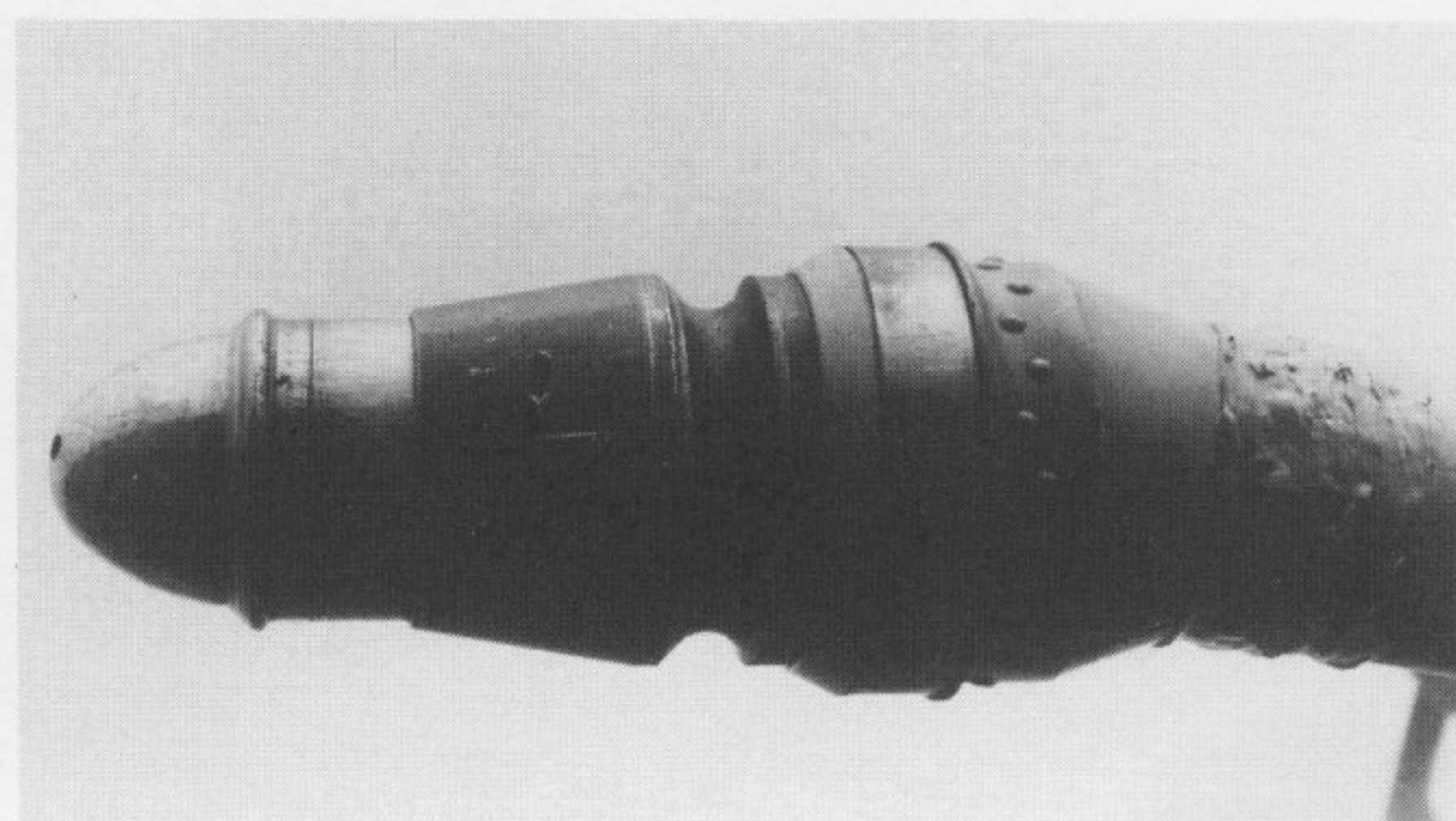
Each wing can accommodate a considerable volume of fuel.

Opposite page middle left: Underside of starboard wing tip, showing navigation and anti-collision lights.

Opposite page middle right: Close-up of wing leading edge 'sawcut' notch; this modifies airflow patterns over the wings much as do wing fences, eliminating turbulence at certain critical speeds.

Opposite page bottom: Underside of port wing, F Mk 6. Lightning development has been confined to upgrading the basic design, but one serious study, which never materialised, was for a carrier-based, swing-wing version with a greatly enlarged fin.

This page: Four photographs showing various angles on the inflight-refuelling probe. The lamp fitted to the forward probe mounting aids link-ups at night.

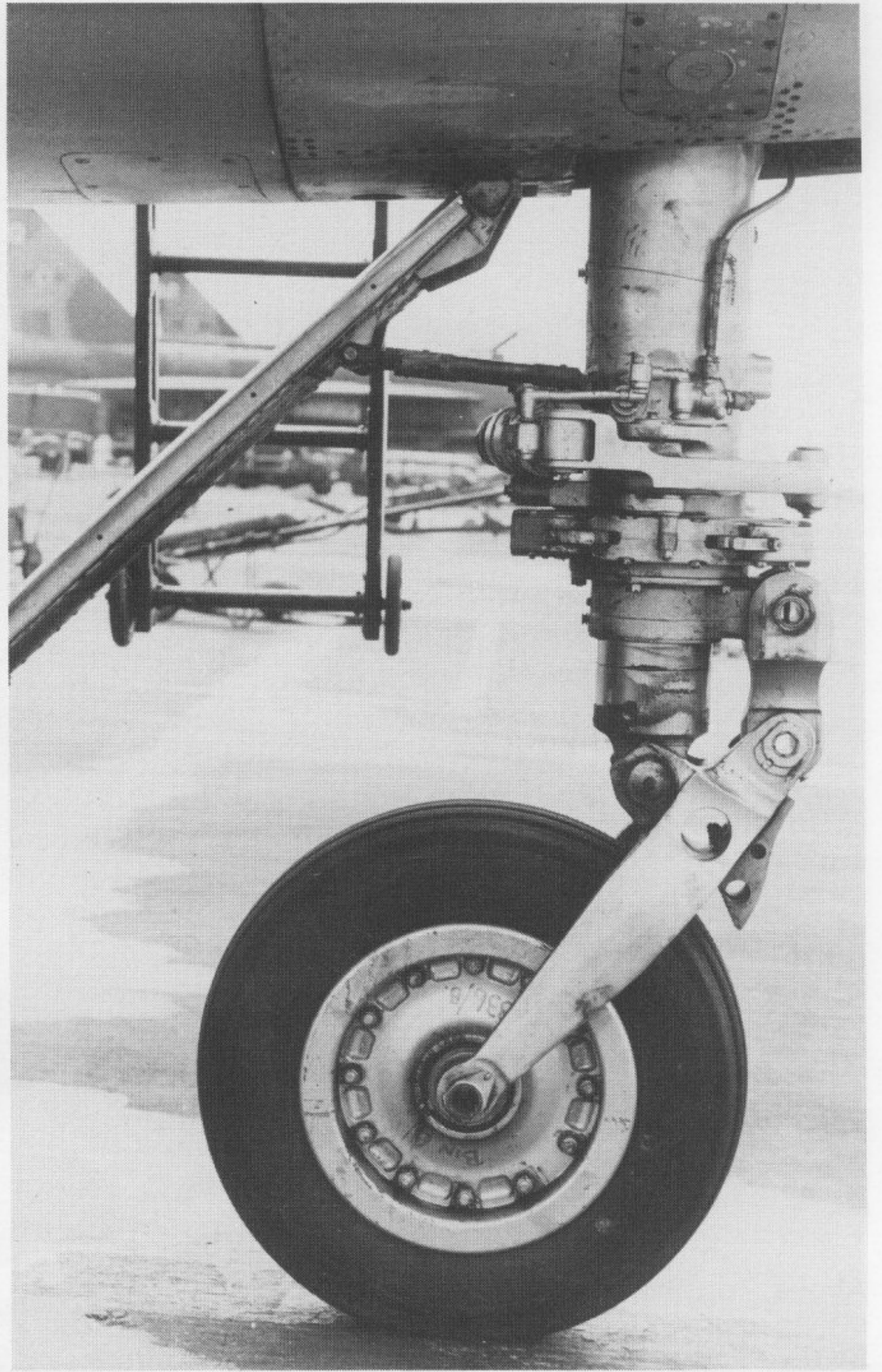


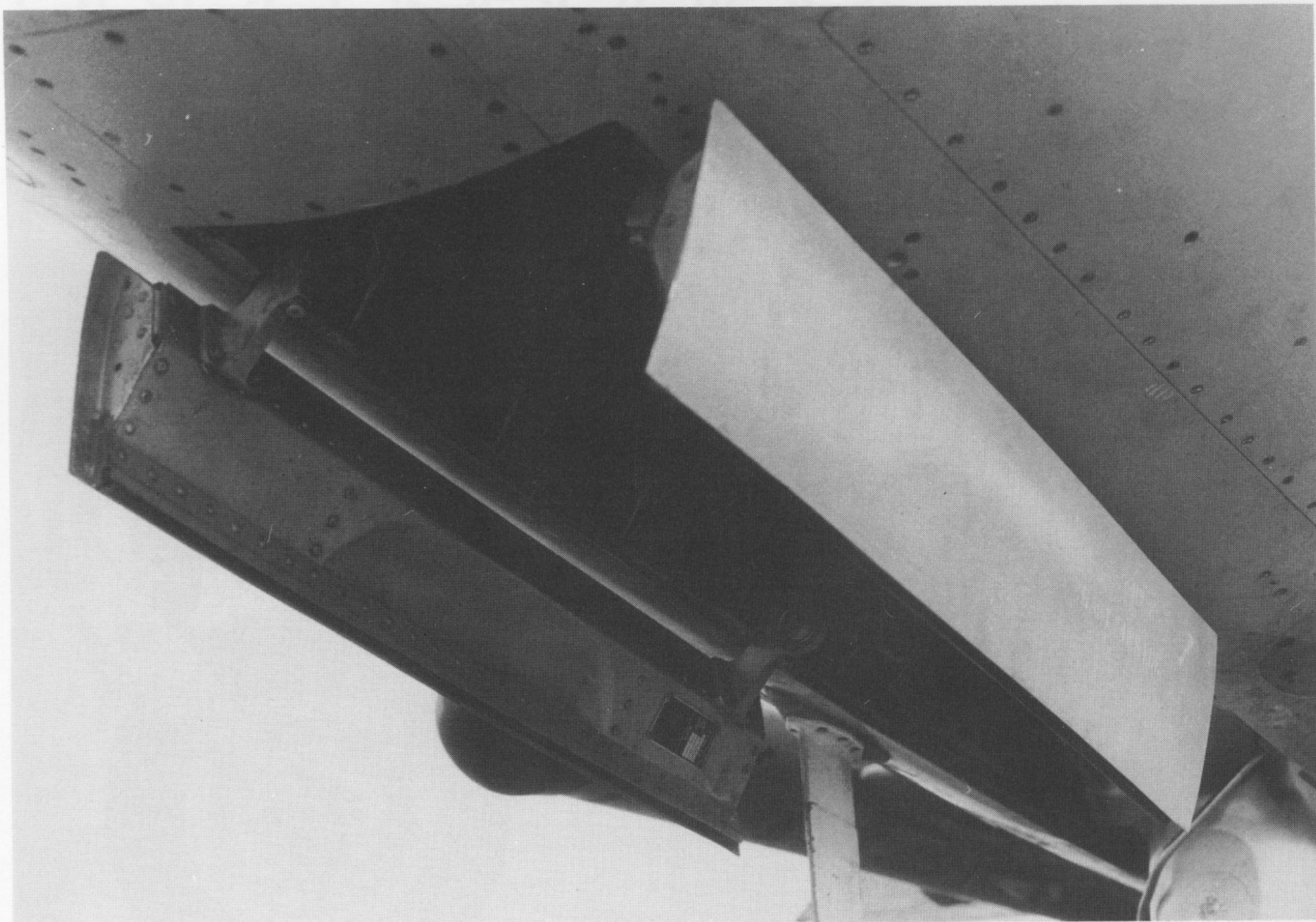
UNDERCARRIAGE

Below: Nosewheel, the leg and hub in aluminium finish. The dark area along the lower fuselage immediately above the leg would appear to be a legacy from the practice of painting a false canopy in this position.

Opposite page: Nose undercarriage viewed from different angles; the two top photos depict an F Mk 6, the lower an F.3. Note the simple tread pattern of the tyre and the absence of creep marks.



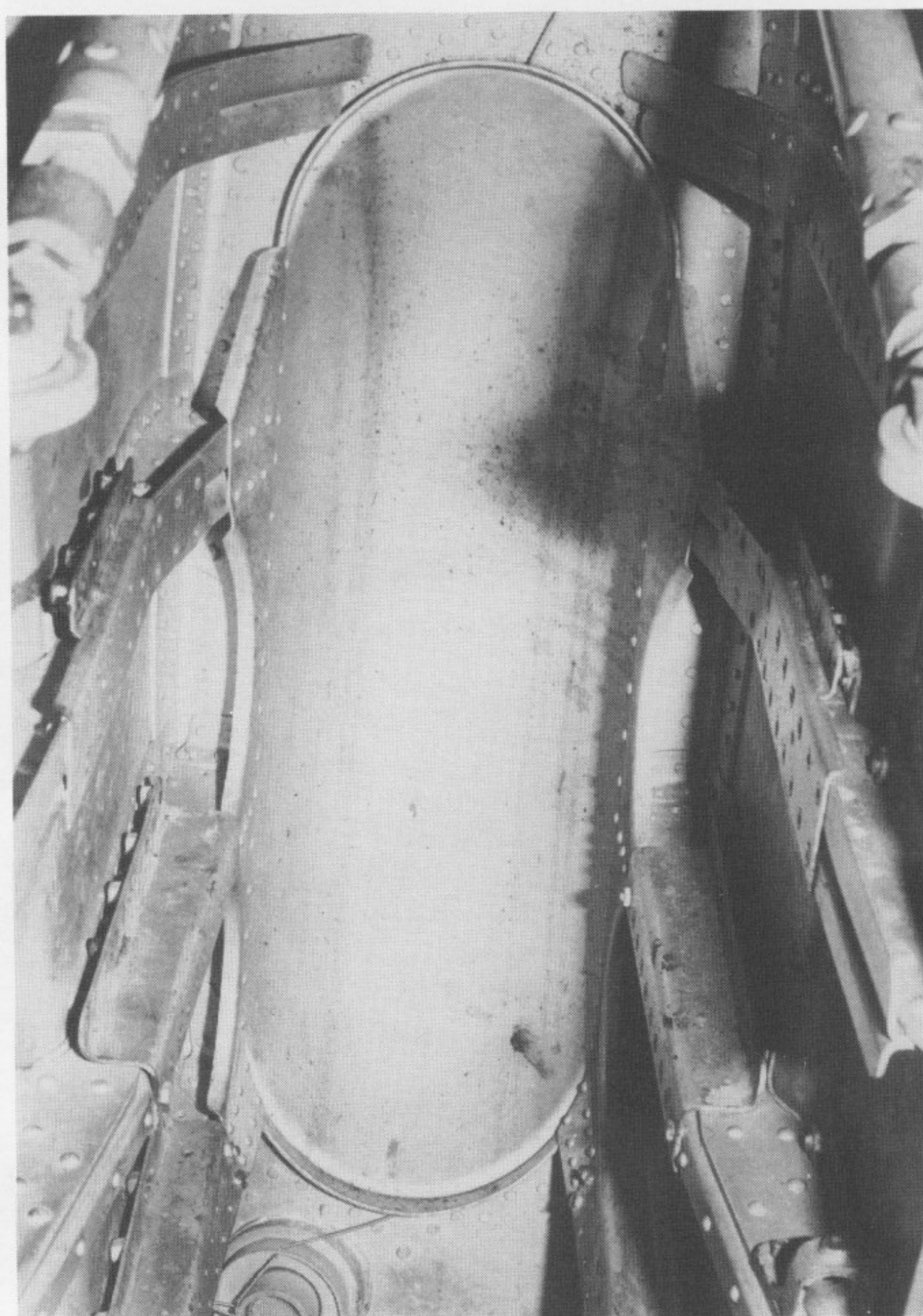
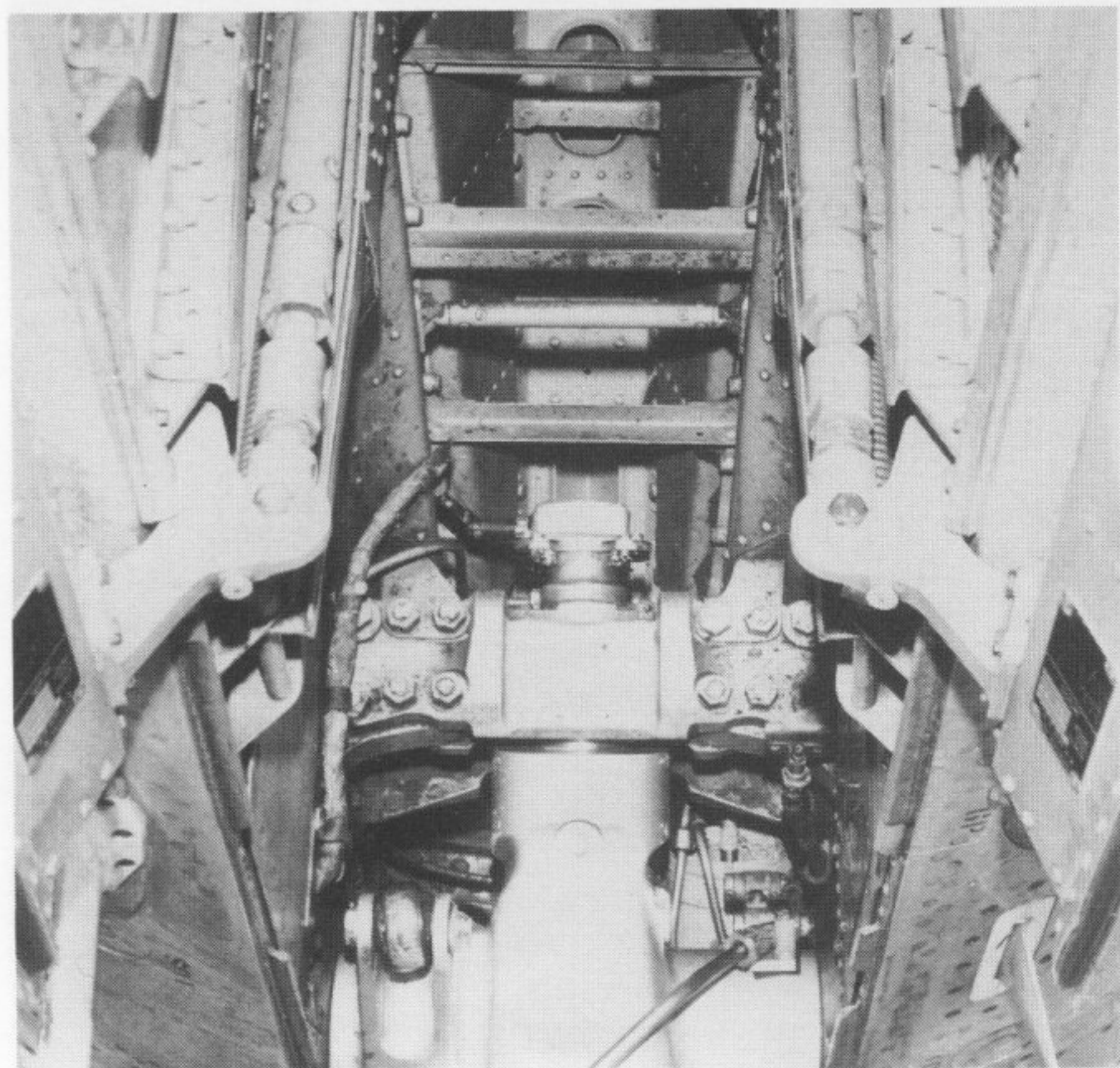




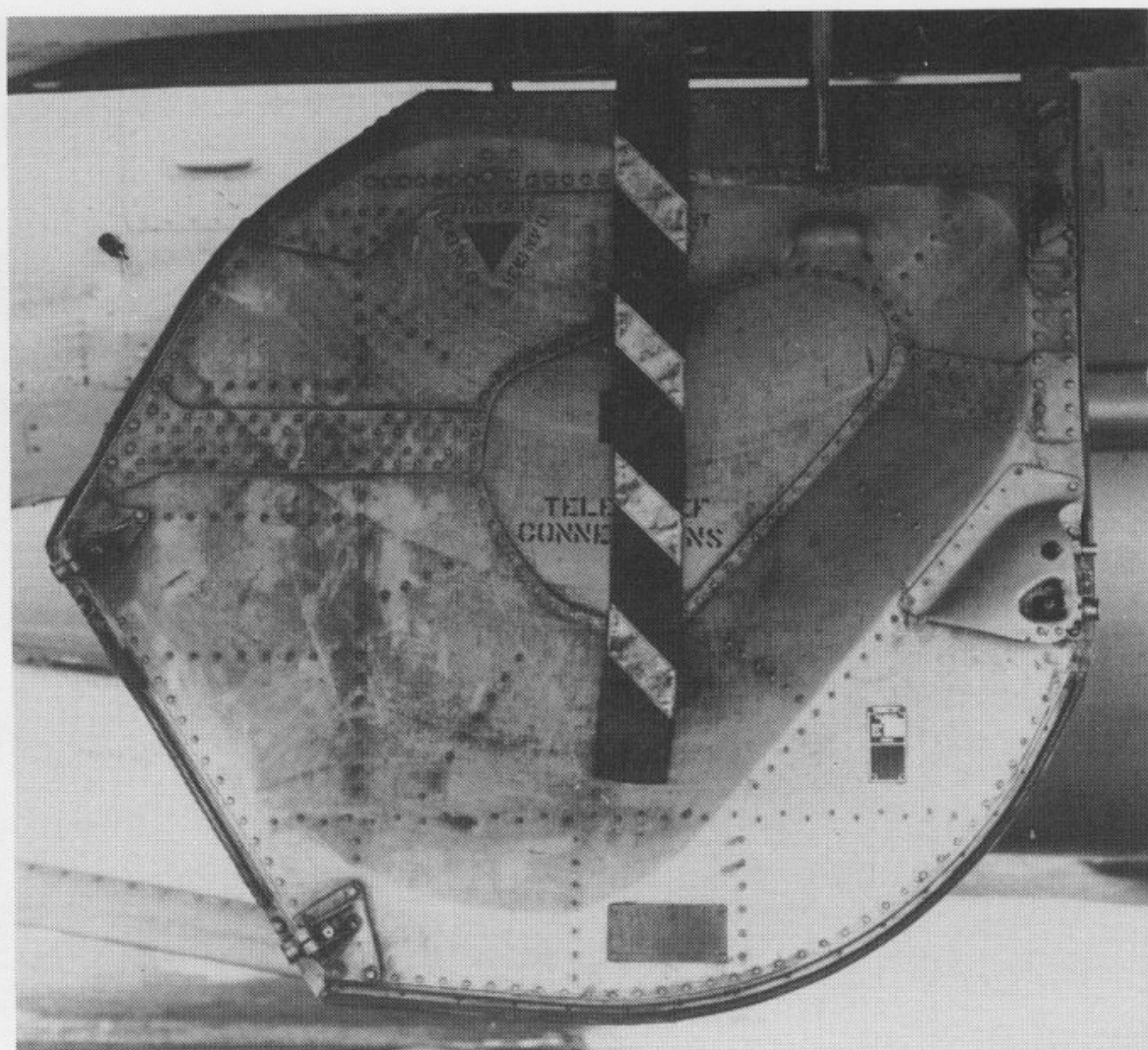
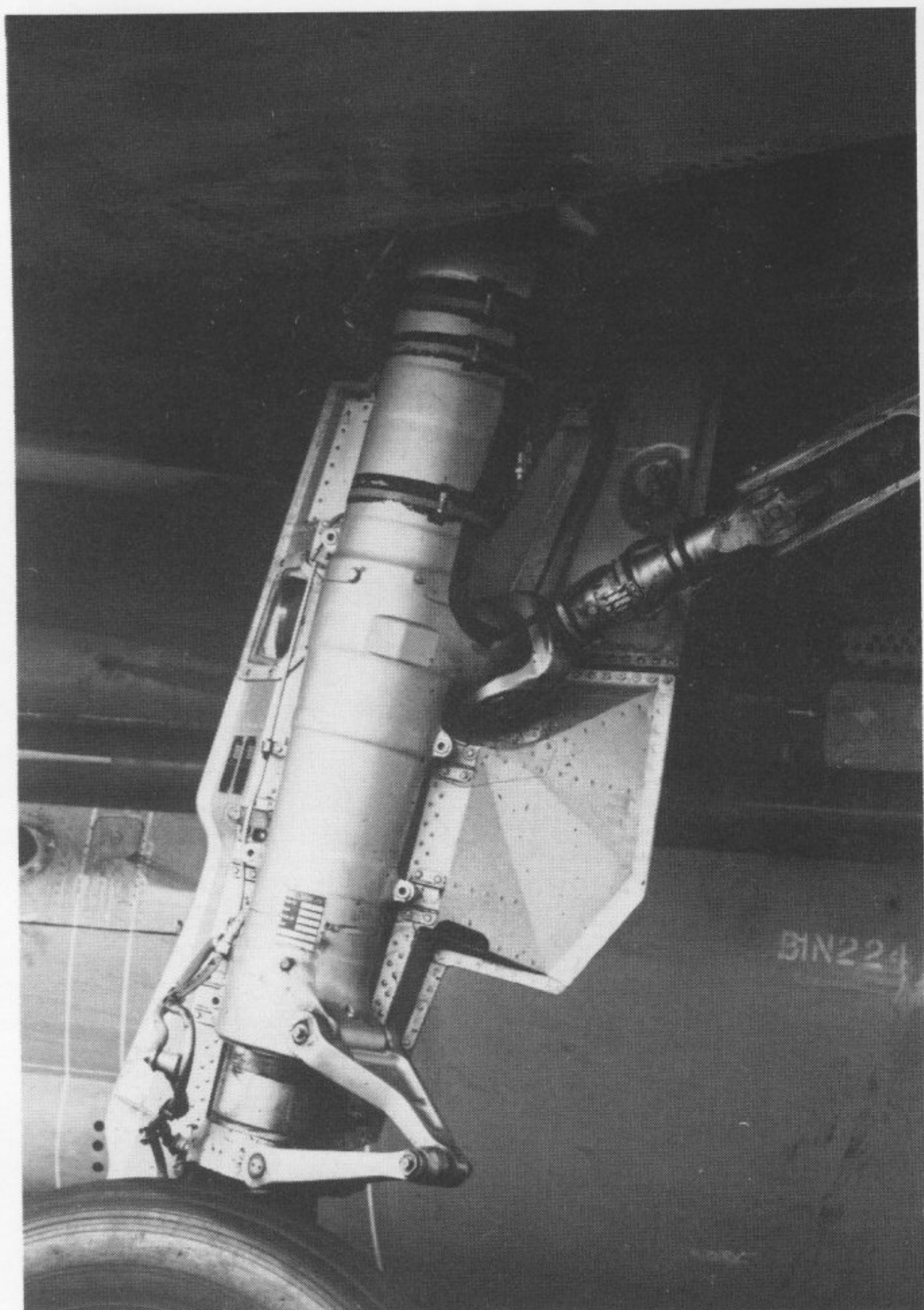
Above: Forward nosewheel doors. The inner panelling is dished to accommodate the tyre when the leg is retracted.
Below: View into nosewheel bay looking aft. The pivot point is in the centre of the photo.

Right: Roof of nosegear bay, forward section, showing recess into which retracted wheel nestles. Note scuff marks caused by rotating tyre as it comes to rest.

Opposite page: General view of port mainwheel. The thin wing section of the Lightning mandated the fitting of narrow, high-pressure wheels if the bays were to be kept clear of the fuselage, but tyres are rated for less than a dozen landings.





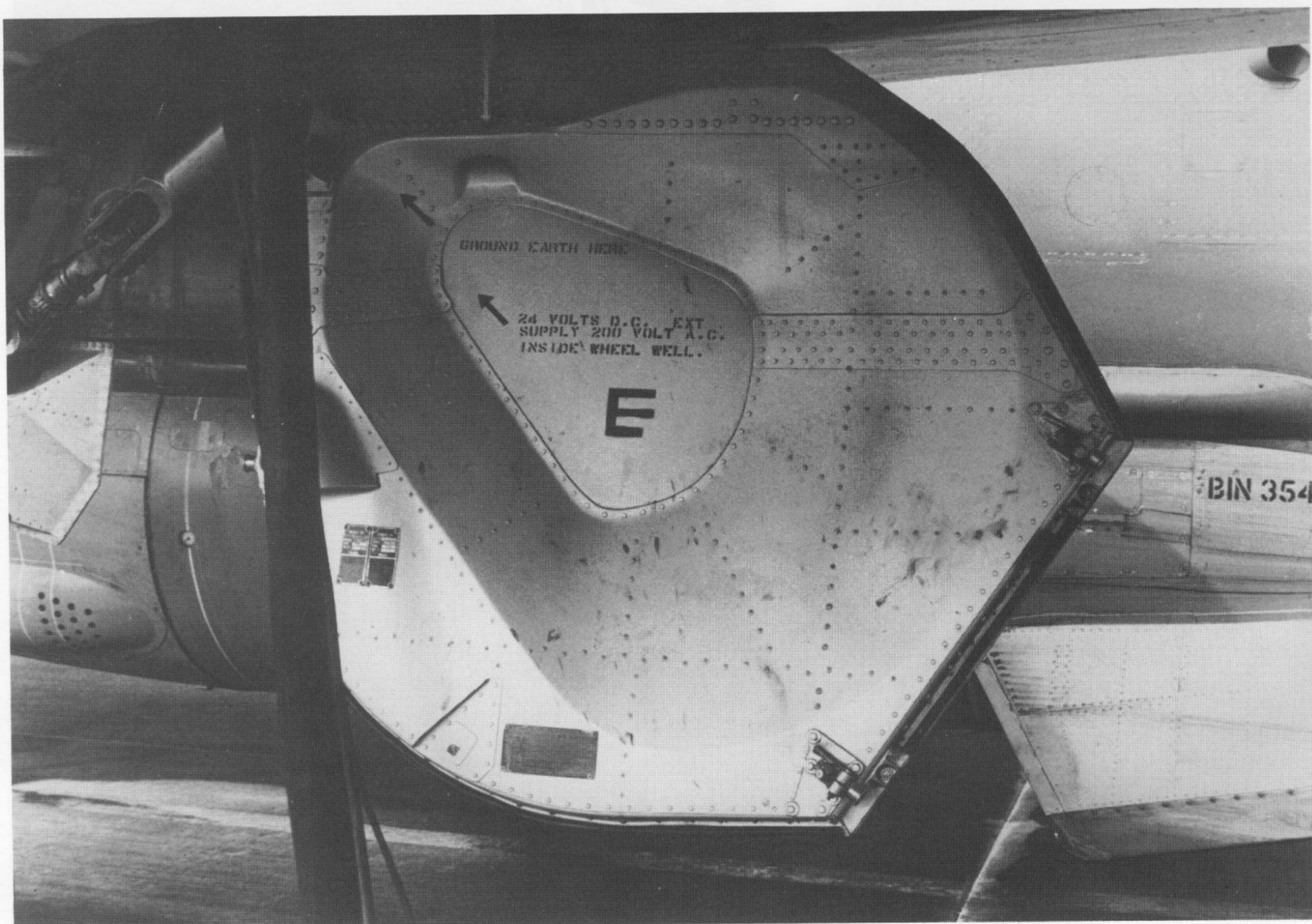


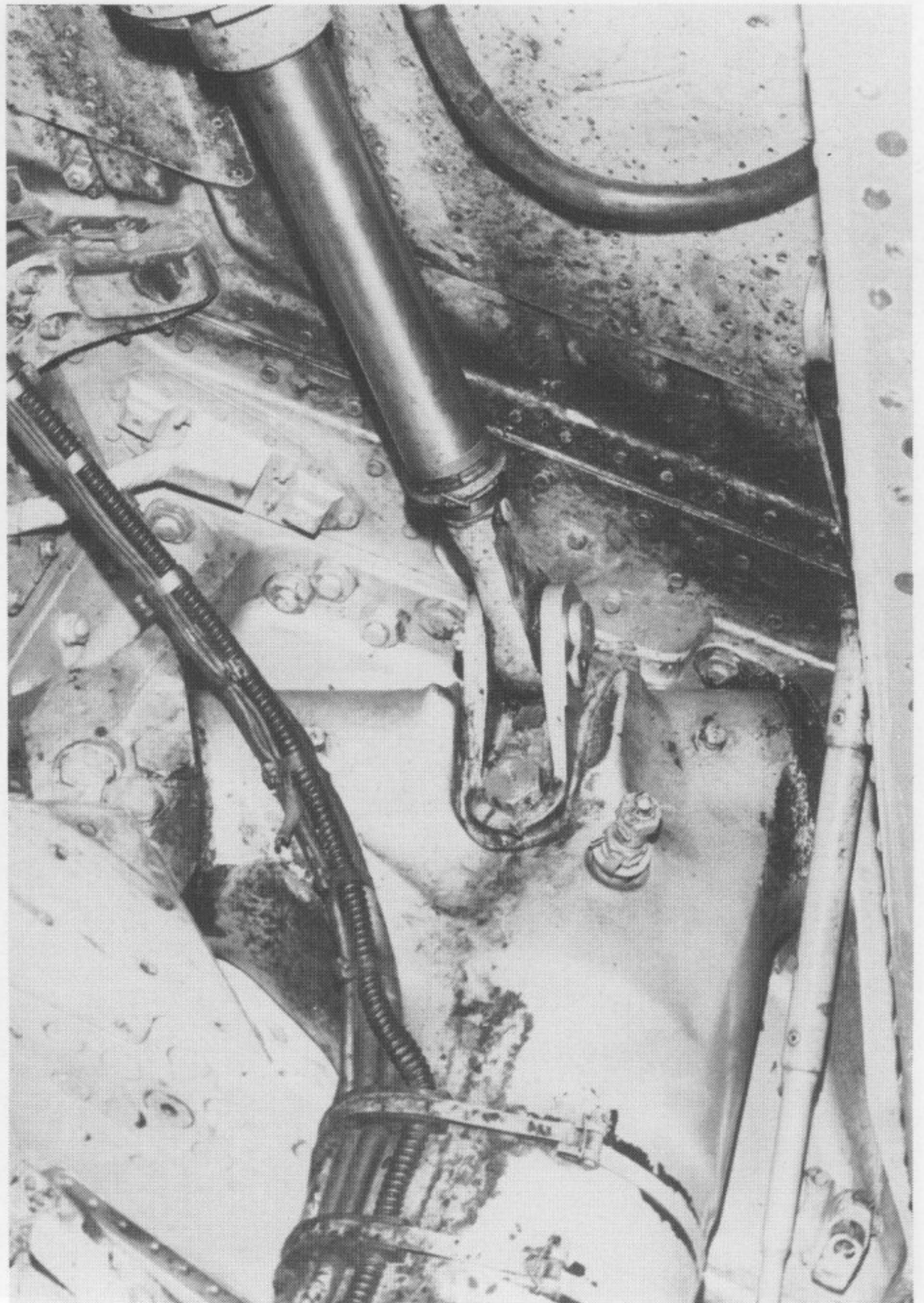
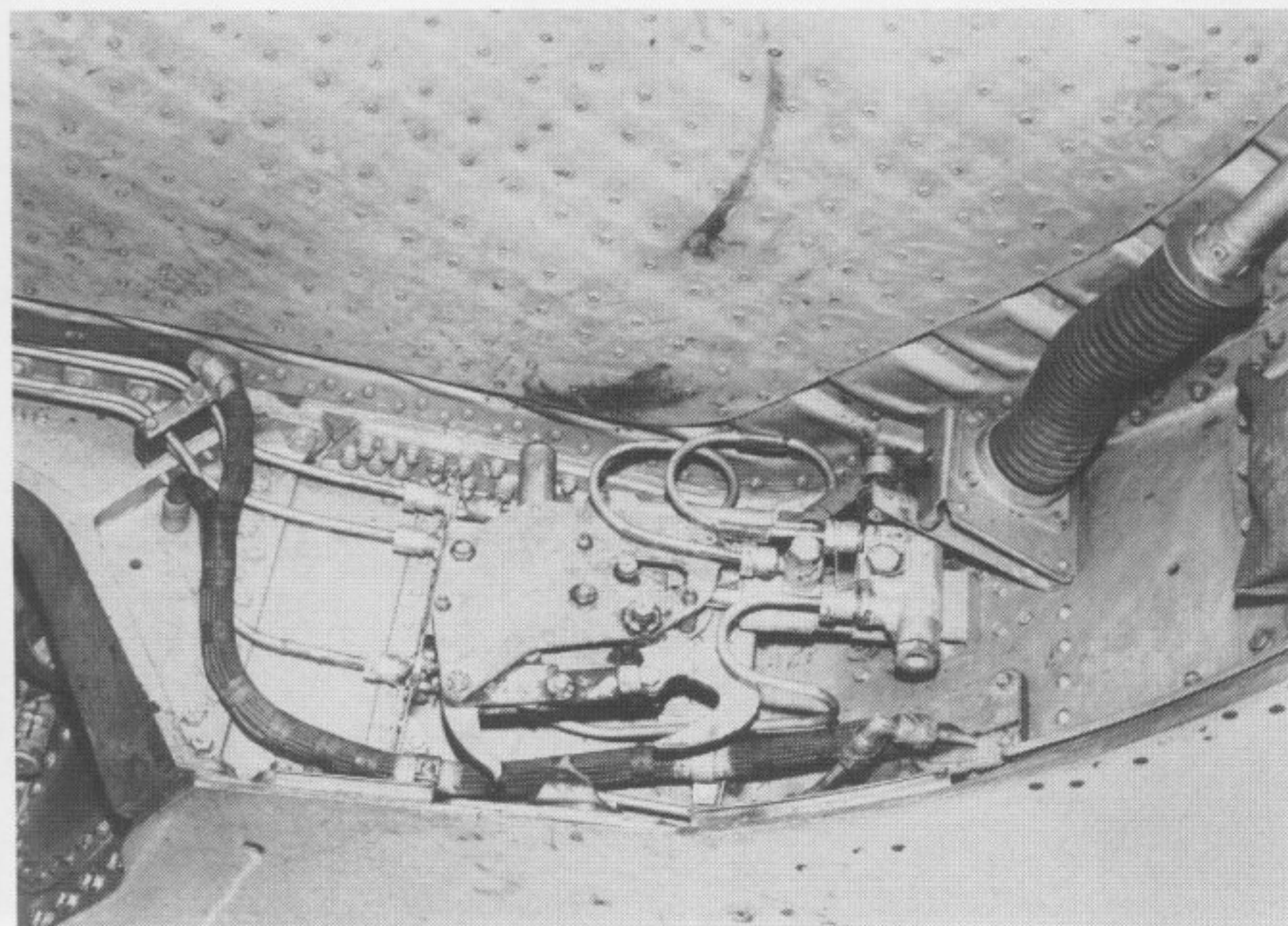
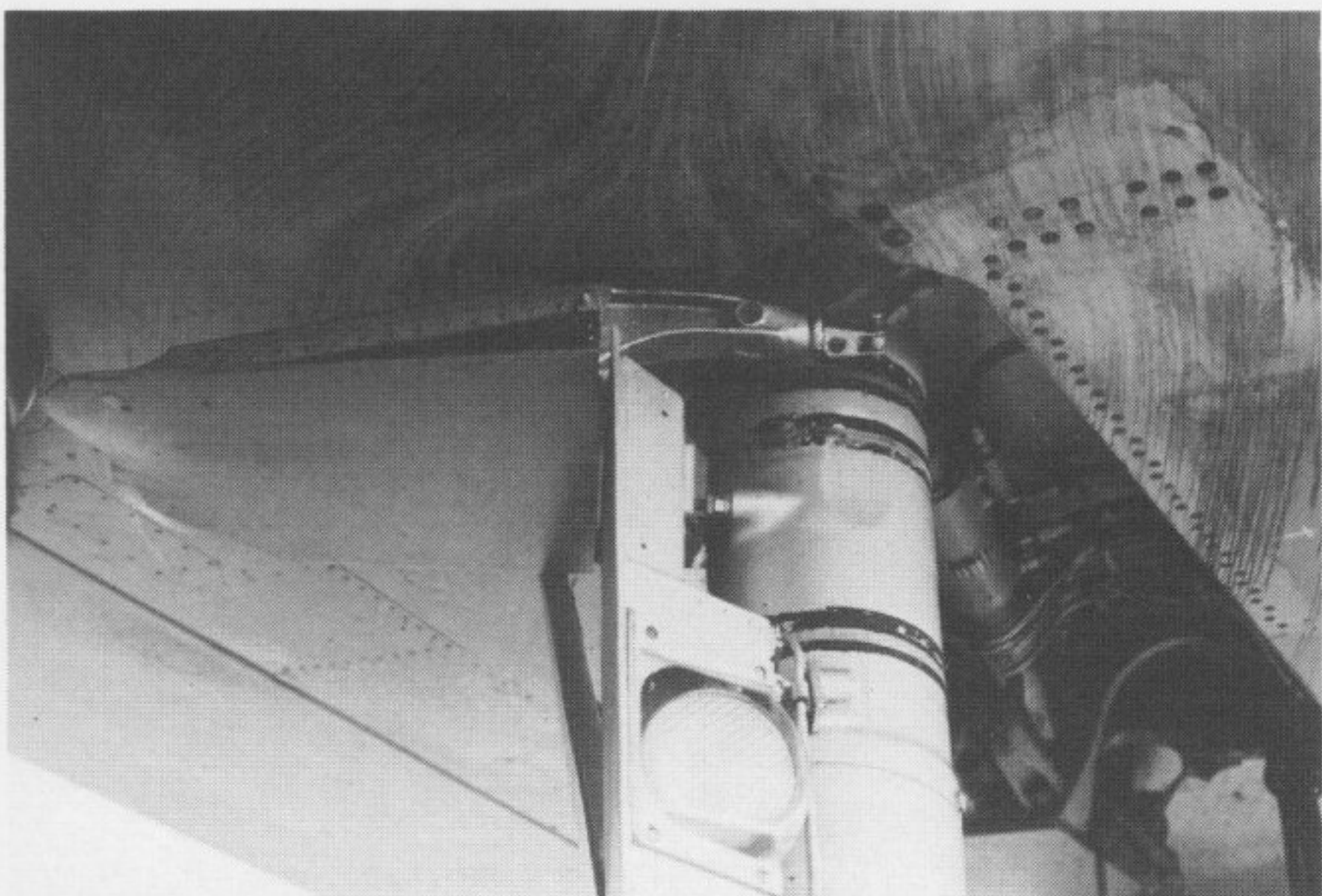
Left: Detail of port main undercarriage leg, showing position of torque linkage and configuration of radius rod.

Above: Interior surface of outer starboard main gear door. Note red warning triangle in upper left corner.

Below: Interior of outer port main gear door. Locking bolts are clearly evident, as are the dished contours of the door.

Opposite page: Four views of the main wheel bays; top and middle left photos depict the port side, the other two the starboard. Note particularly the small inboard wheel door lying parallel to the wing; the landing lamp at the top of the leg; the airflow streaking in front of the leg; and the bright metal oleo.





COCKPIT

Below: Lightning F Mk 3 canopy and screen; note locking latches and pilot's rear-view mirror. Lightning canopy frames are typically black in finish with yellow chop marks, although some aircraft in two- or three-tone grey schemes carry the main uppersurface colour across the framing.

Opposite page top: Canopy release directions on this Dark Sea Grey F Mk 6 are in white, although chop marks remain

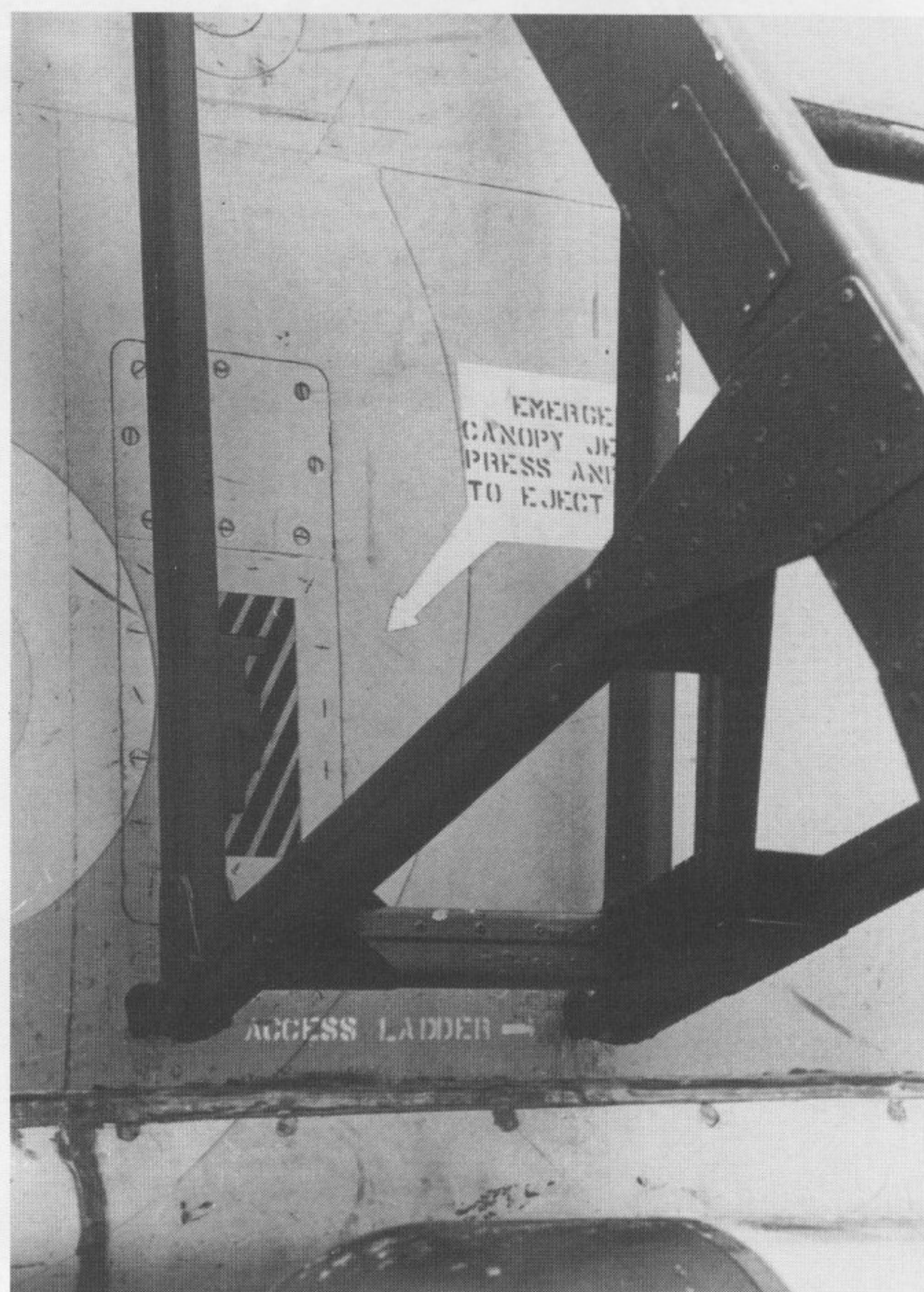
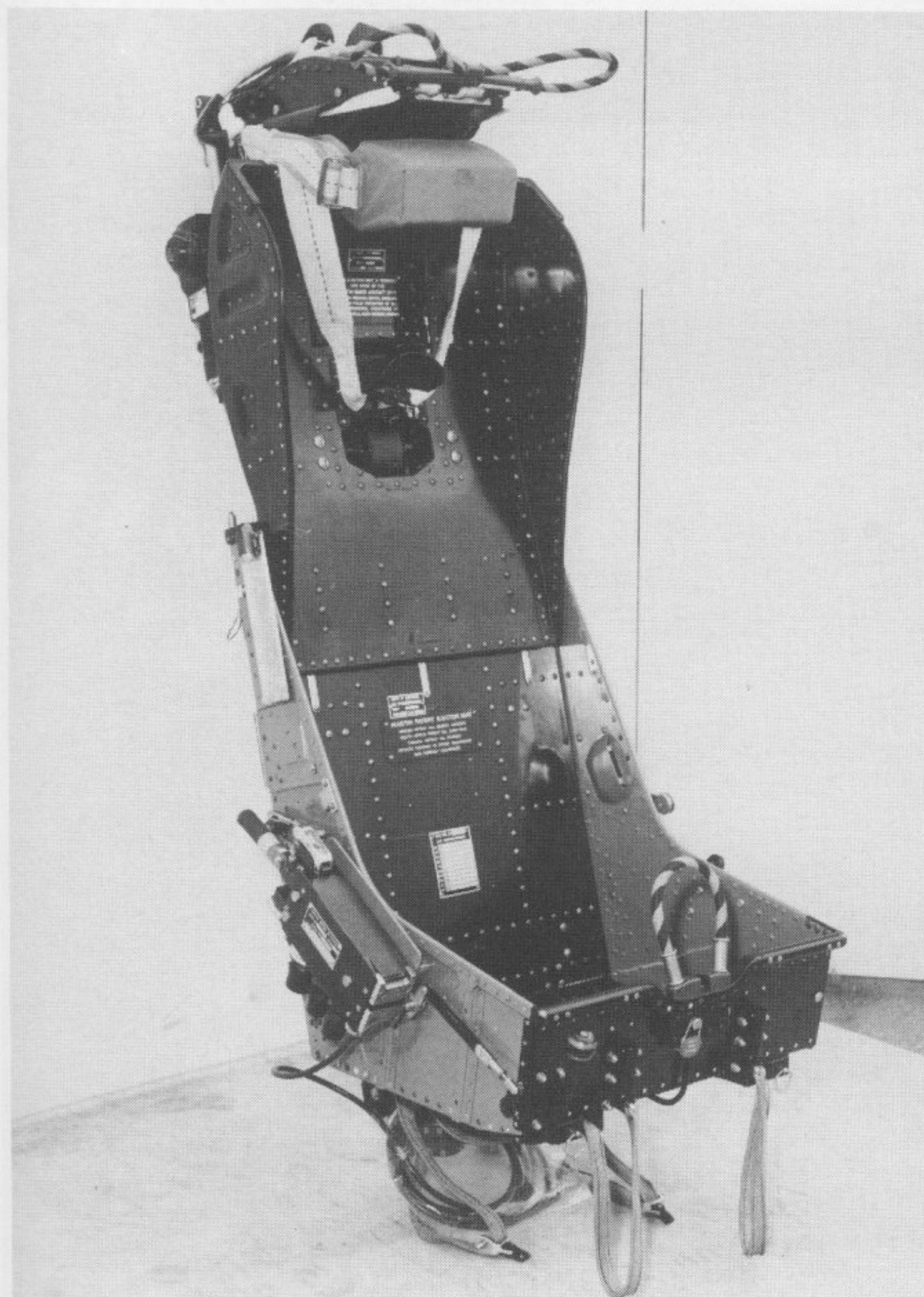
in yellow. The canopy jack is clearly visible from this angle.

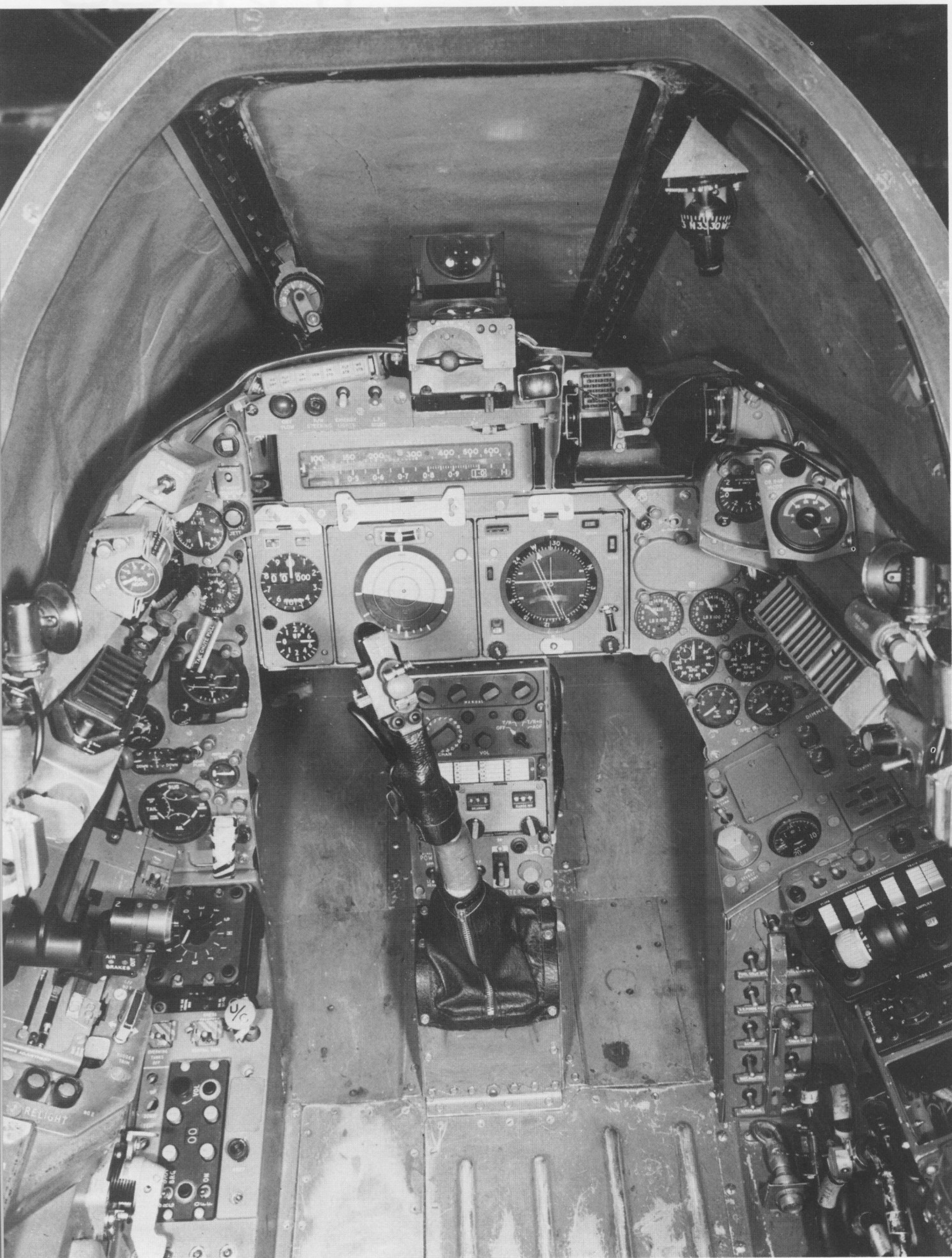
Opposite page bottom left: The Martin Baker Type 4BSC ejection seat, as fitted to the F.3 and F.6. This example has not been equipped. *Martin-Baker Aircraft Co Ltd*

Opposite page bottom right: Detail of access ladder.

Overleaf: Cockpit layout of an F. Mk 3 – not fully equipped and quite possibly a mock-up. *British Aerospace*





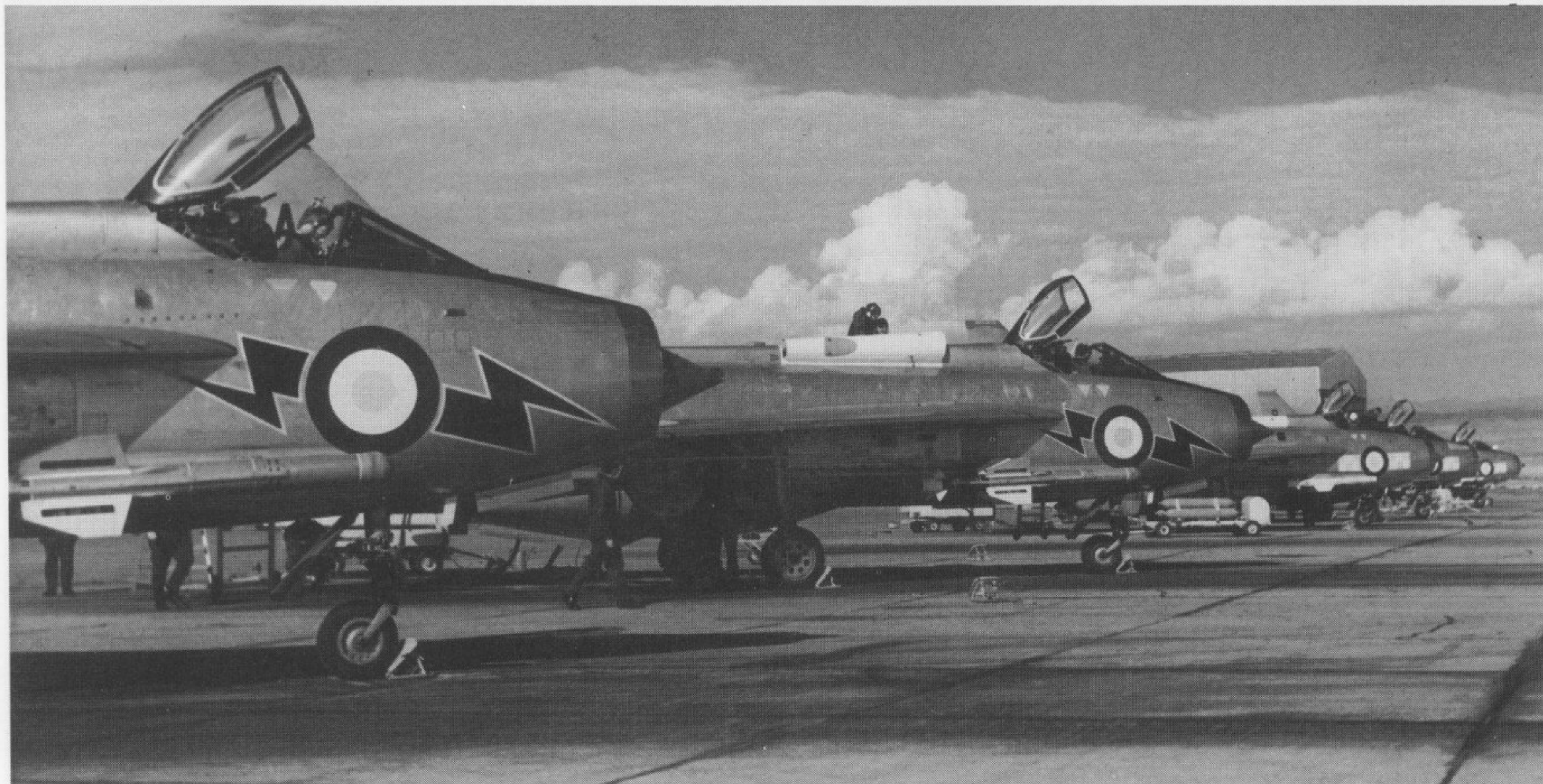


WEAPONS & STORES

Below: Line-up of Lightning F Mk 3s of No 111 Squadron, carrying Red Top air-to-air missiles, and (background) of No 29 Squadron, equipped with Firestreaks. On the aircraft nearest the camera, the plated-over Aden cannon ports can just be made out either side of the cockpit anti-glare panel: the F.3 variant had no gun armament. *RAF Official*

Bottom: A Lightning F Mk 6 equipped with overwing, 250gal

fuel tanks. These fittings were another measure aimed at giving the aircraft more range but they are seldom to be seen on RAF Lightnings. Under- and overwing weapons have also been tested, but not, so far as is known, on RAF service aircraft; these have included rocket pods and bombs, and were apparently supplied for export variants (Kuwait and Saudi Arabia). *British Aerospace*





Above: Early-model Firestreak missile poses in front of a Lightning F Mk 1, probably XG325. *British Aerospace Dynamics*

Below: Firestreak in Dark Green finish, fitted to an F Mk 3, mid-1984. Note characteristic 'chiselled' nosecone. The missiles were part of an interchangeable ventral pack, other options being microcell rockets or two extra cannon; this facility was limited to early marks of Lightning.

Opposite page top: The Red Top missile marked an

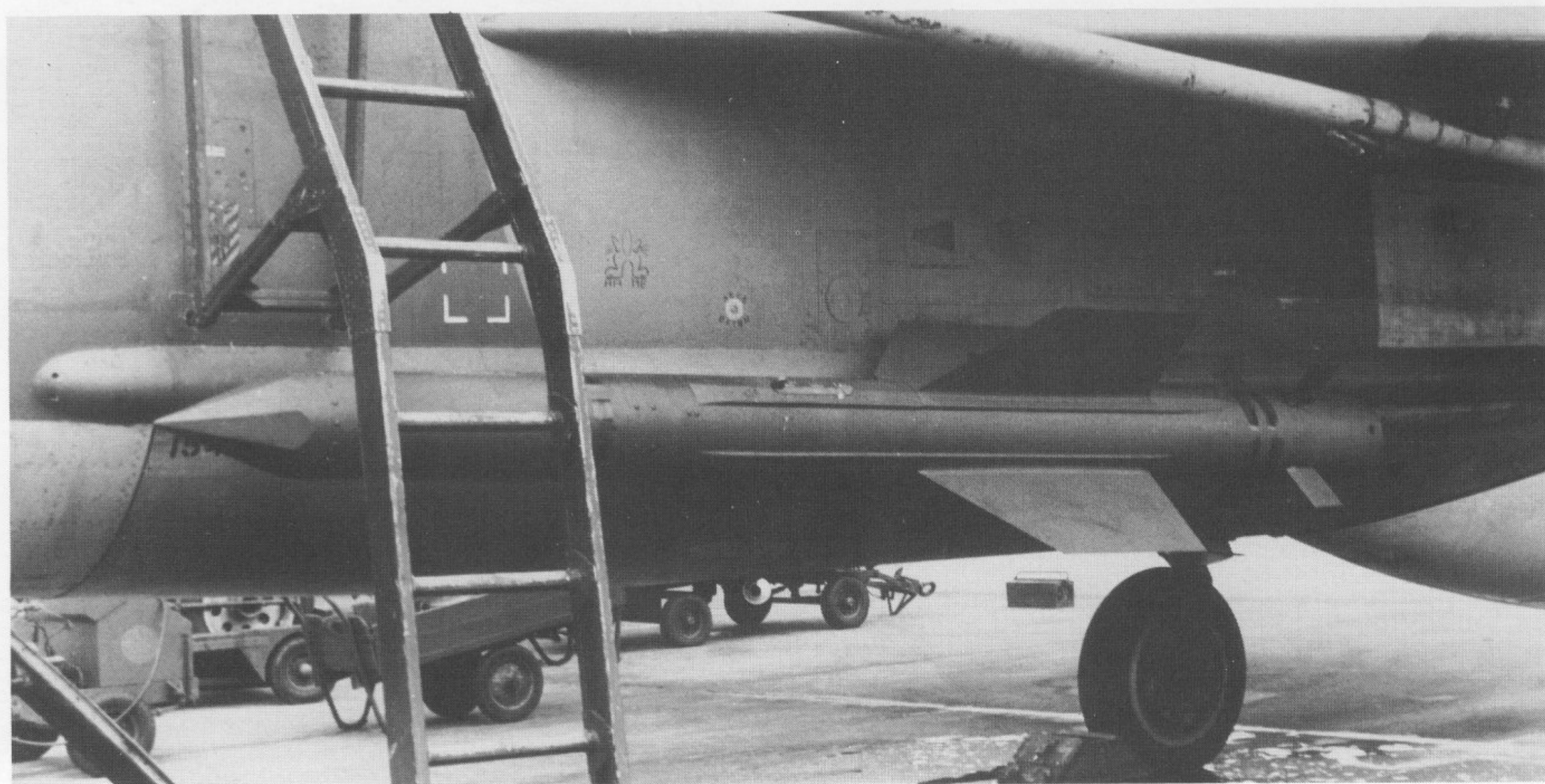
advance over the Firestreak, principally because it could home on a target from any direction instead of only from the rear. This example equips a No 11 Squadron Lightning.

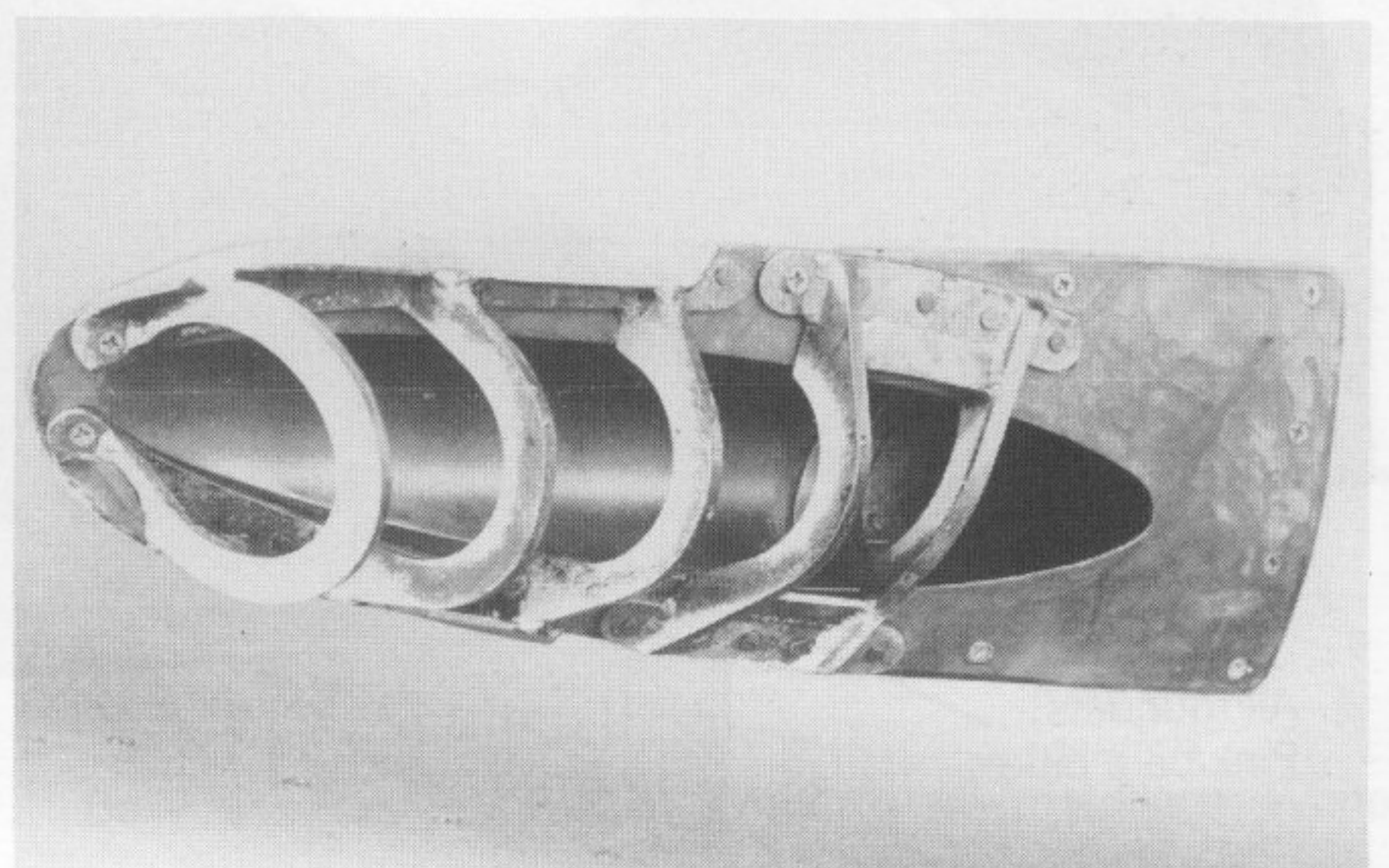
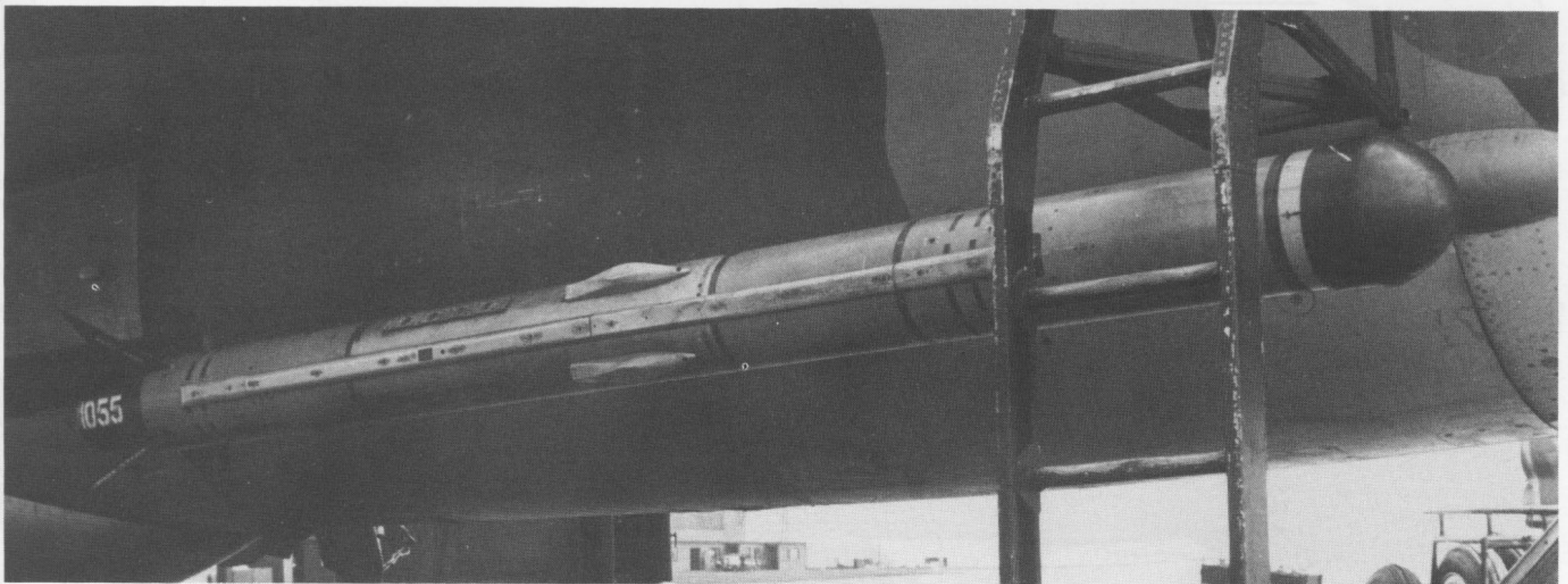
Ministry of Defence (RAF)

Opposite page middle: Red Top drill acquisition round; the starboard access ladder identifies the aircraft as a T Mk 5.

Opposite page bottom left: Detail of Red Top drill round.

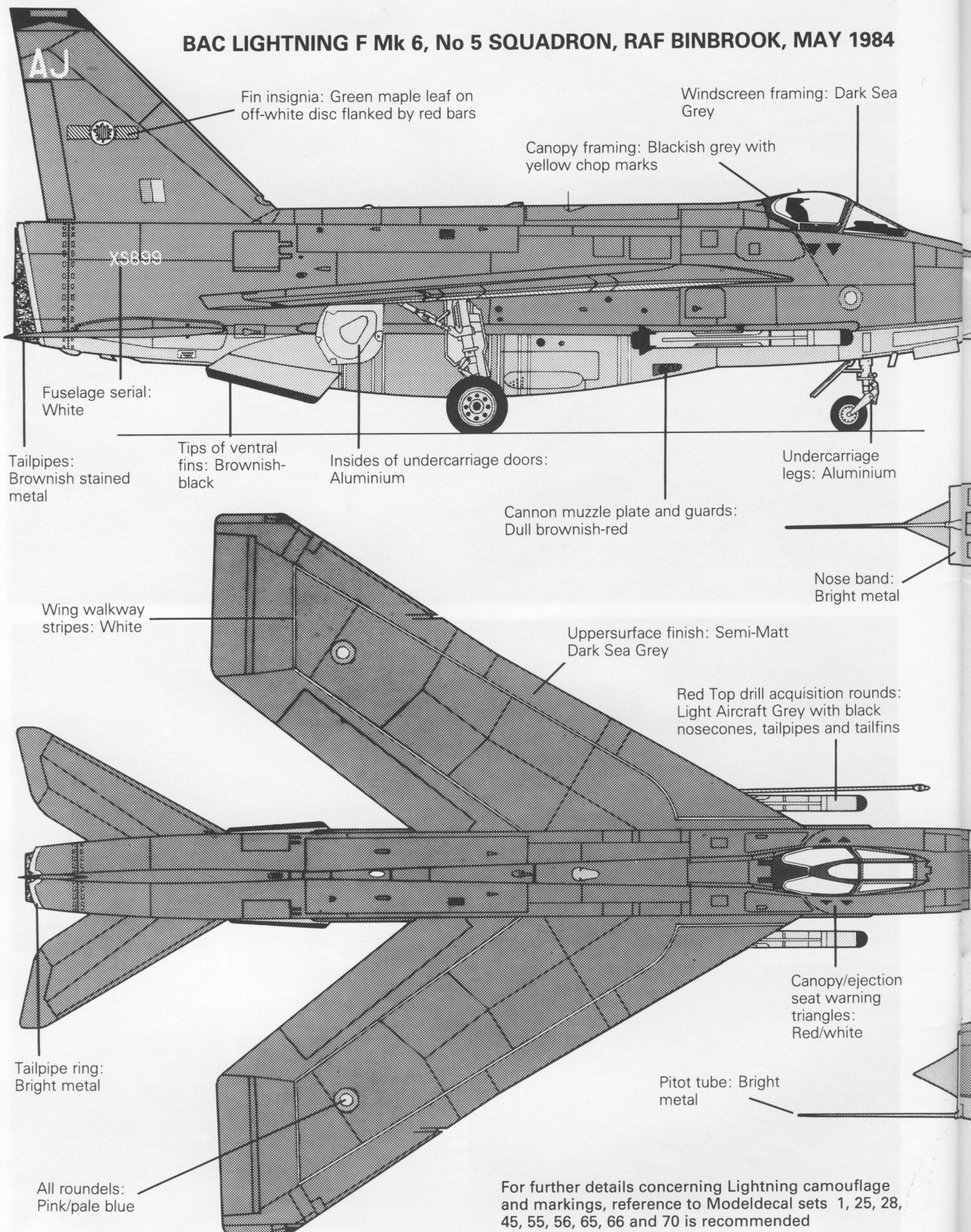
Opposite page bottom right: Muzzle guard of port belly tank cannon, F Mk 6. Colouring is brownish red.





SCALE COLOUR PLANS

BAC LIGHTNING F Mk 6, No 5 SQUADRON, RAF BINBROOK, MAY 1984



For further details concerning Lightning camouflage and markings, reference to Modeldecal sets 1, 25, 28, 45, 55, 56, 65, 66 and 70 is recommended

British Standard Colour (BSC) references

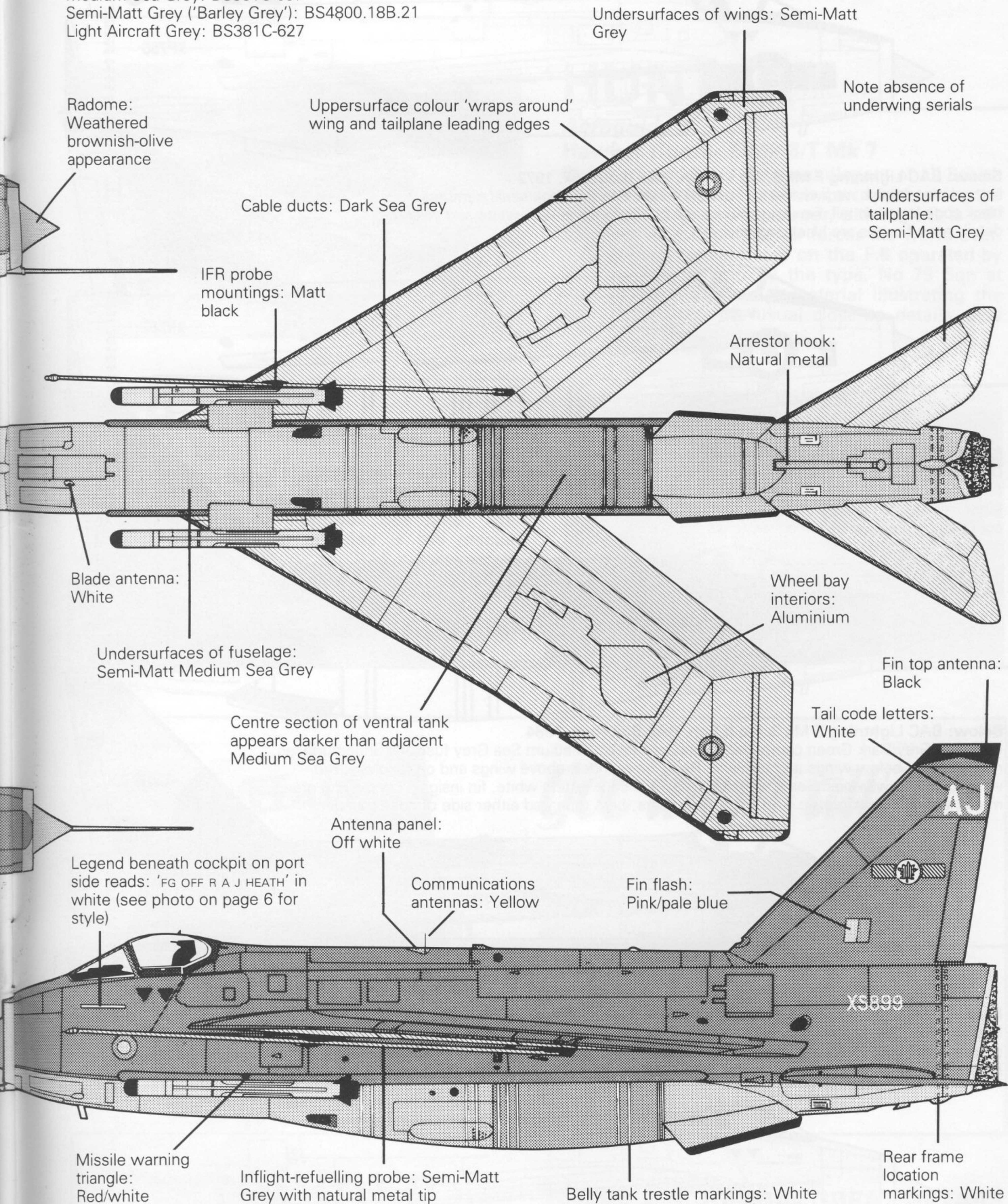
Dark Sea Grey: BS381C-638

Medium Sea Grey: BS381C-637

Semi-Matt Grey ('Barley Grey'): BS4800.18B.21

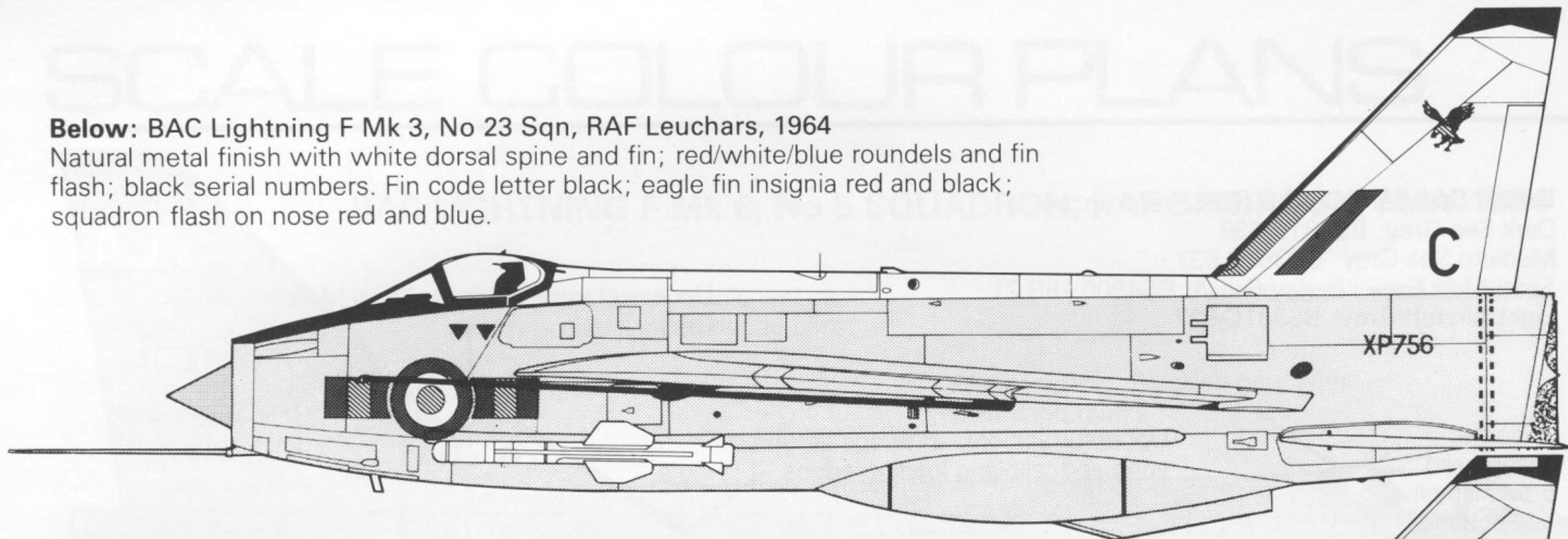
Light Aircraft Grey: BS381C-627

1:72 scale



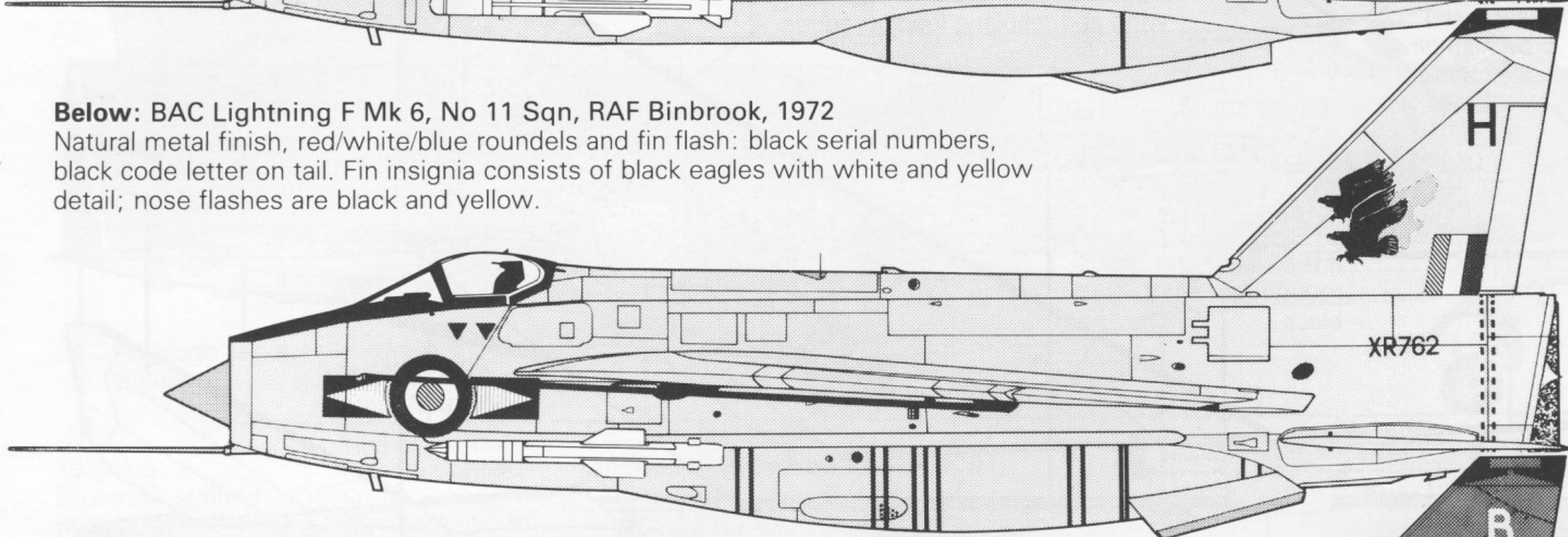
Below: BAC Lightning F Mk 3, No 23 Sqn, RAF Leuchars, 1964

Natural metal finish with white dorsal spine and fin; red/white/blue roundels and fin flash; black serial numbers. Fin code letter black; eagle fin insignia red and black; squadron flash on nose red and blue.



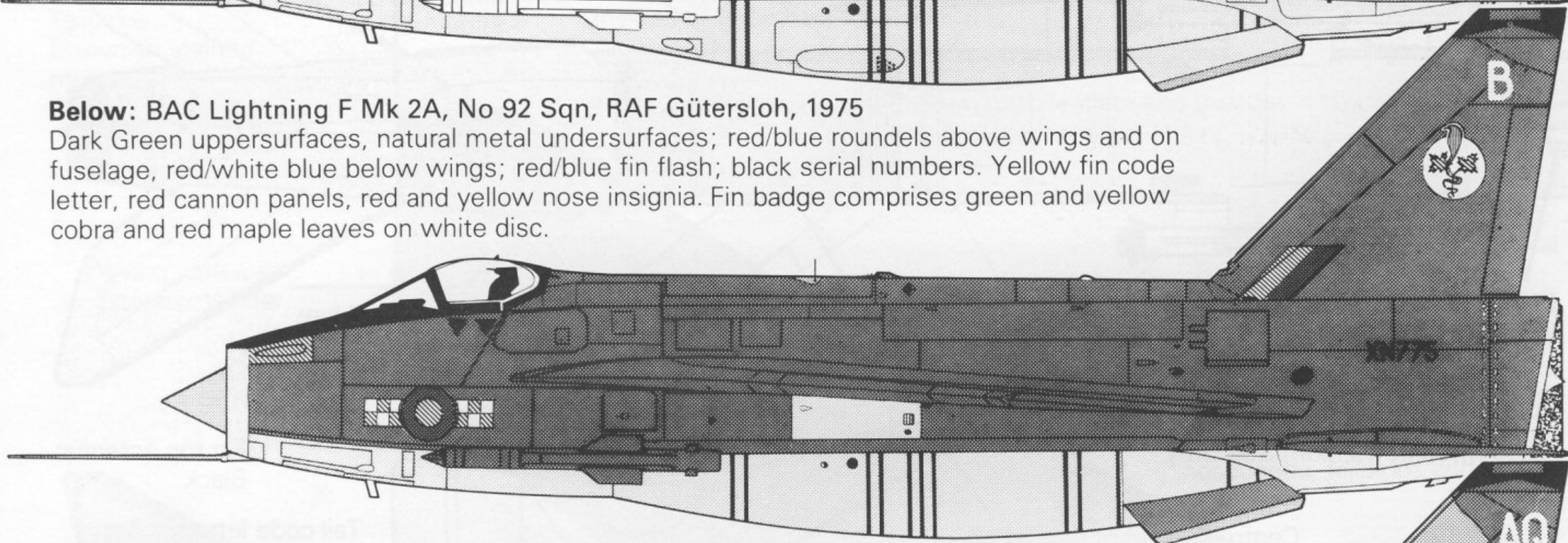
Below: BAC Lightning F Mk 6, No 11 Sqn, RAF Binbrook, 1972

Natural metal finish, red/white/blue roundels and fin flash: black serial numbers, black code letter on tail. Fin insignia consists of black eagles with white and yellow detail; nose flashes are black and yellow.



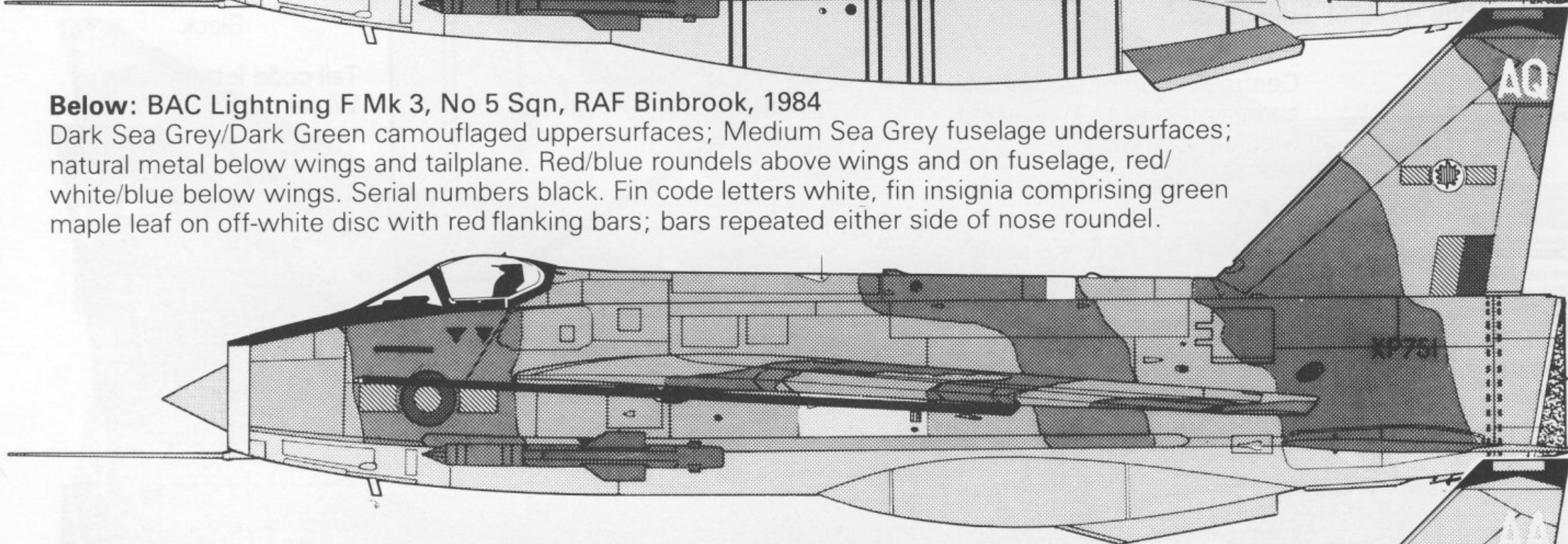
Below: BAC Lightning F Mk 2A, No 92 Sqn, RAF Gütersloh, 1975

Dark Green upper surfaces, natural metal undersurfaces; red/blue roundels above wings and on fuselage, red/white/blue below wings; red/blue fin flash; black serial numbers. Yellow fin code letter, red cannon panels, red and yellow nose insignia. Fin badge comprises green and yellow cobra and red maple leaves on white disc.



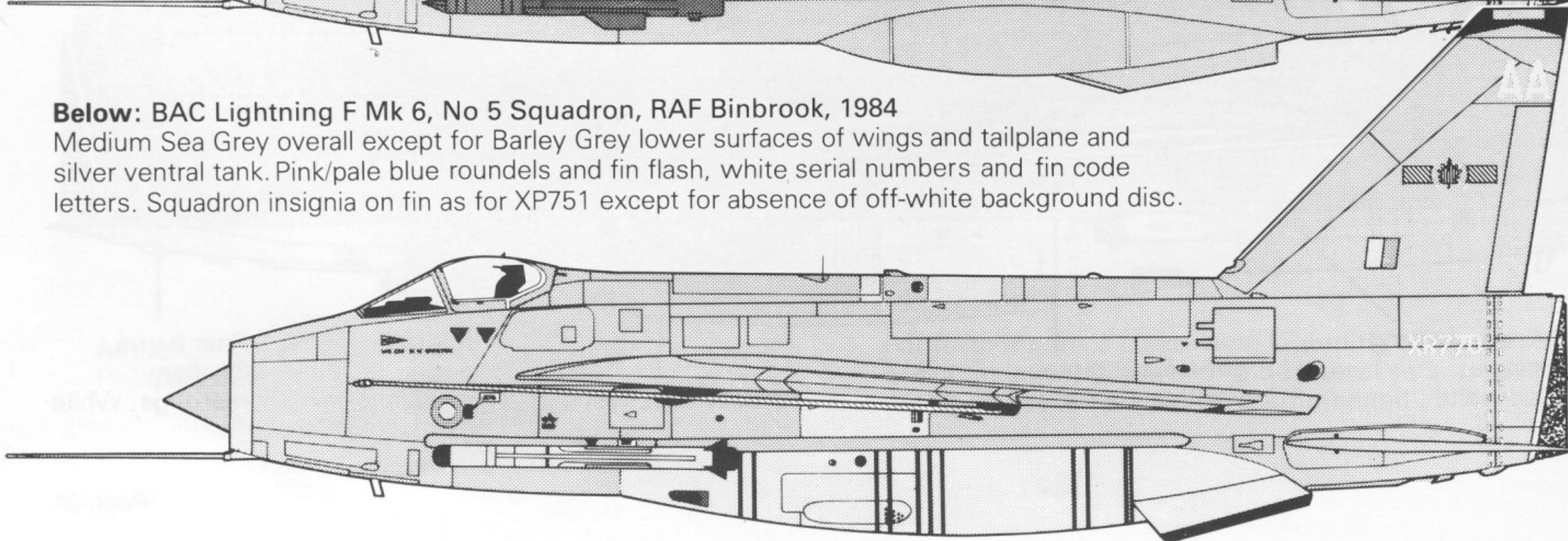
Below: BAC Lightning F Mk 3, No 5 Sqn, RAF Binbrook, 1984

Dark Sea Grey/Dark Green camouflaged upper surfaces; Medium Sea Grey fuselage undersurfaces; natural metal below wings and tailplane. Red/blue roundels above wings and on fuselage, red/white/blue below wings. Serial numbers black. Fin code letters white, fin insignia comprising green maple leaf on off-white disc with red flanking bars; bars repeated either side of nose roundel.



Below: BAC Lightning F Mk 6, No 5 Squadron, RAF Binbrook, 1984

Medium Sea Grey overall except for Barley Grey lower surfaces of wings and tailplane and silver ventral tank. Pink/pale blue roundels and fin flash, white serial numbers and fin code letters. Squadron insignia on fin as for XP751 except for absence of off-white background disc.



NEW FOR '85!



HUNTER

Aeroguide 9:

Hawker Hunter F Mk 6/T Mk 7

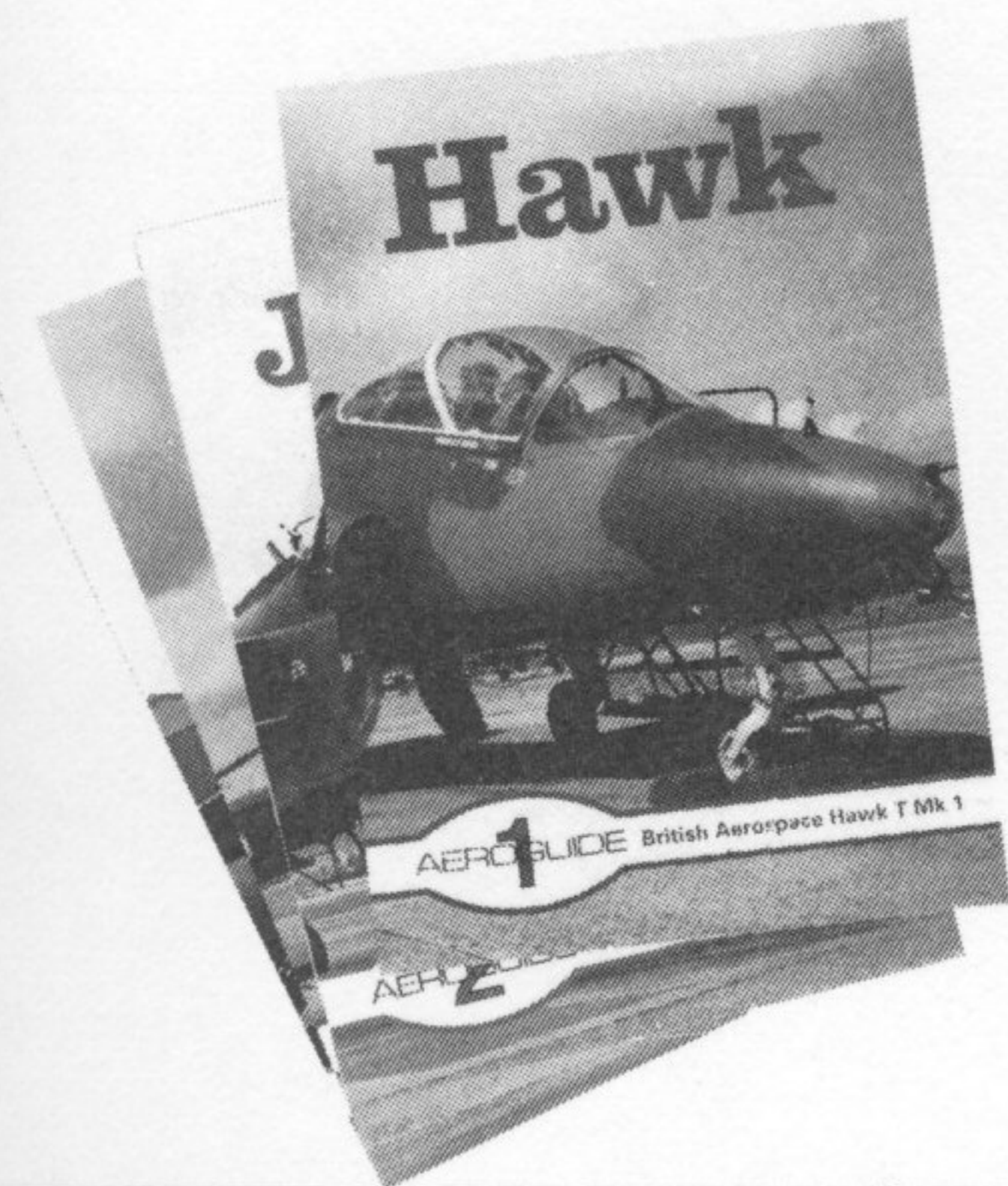
Rightly regarded as the most elegant of all British postwar aircraft, the Hunter is now approaching the end of its RAF service career, although it is still operated by many other air forces the world over. This volume concentrates on the F.6 operated by the last RAF unit to fly the type, No 79 Sqn at Brawdy, with additional material illustrating the two-seat T.7. All the usual close-up details, plus comprehensive colour plans.

SEA KING

Aeroguide 10:

Westland Sea King HAR Mk 3

For the first time, an AEROGUIDE turns its attention to a helicopter – the world-famous Sea King. The particular variant under scrutiny is the rescue version operated by No 202 Sqn RAF, and coverage includes not only the familiar bright yellow HAR.3s but also the less well documented 'Grey Whales'. Full interior details are shown, together with schemes depicting rescue Sea Kings operated by other services.



Got them all?

The full range of AEROGUIDES is available from bookshops, museums and model shops or, in case of difficulty, direct from the publishers.

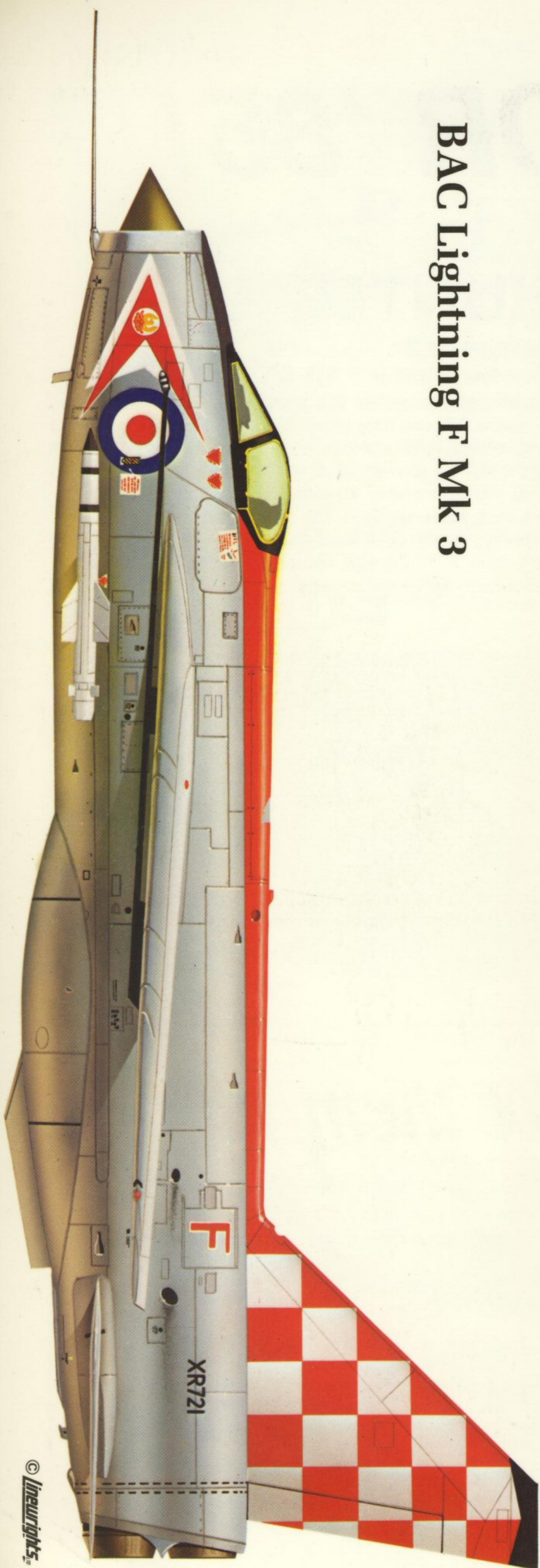
- | | |
|----------------|--------------|
| 1. Hawk | 5. Buccaneer |
| 2. Jaguar | 6. Vulcan |
| 3. Sea Harrier | 7. Canberra |
| 4. Tornado | 8. Lightning |

AEROGUIDES

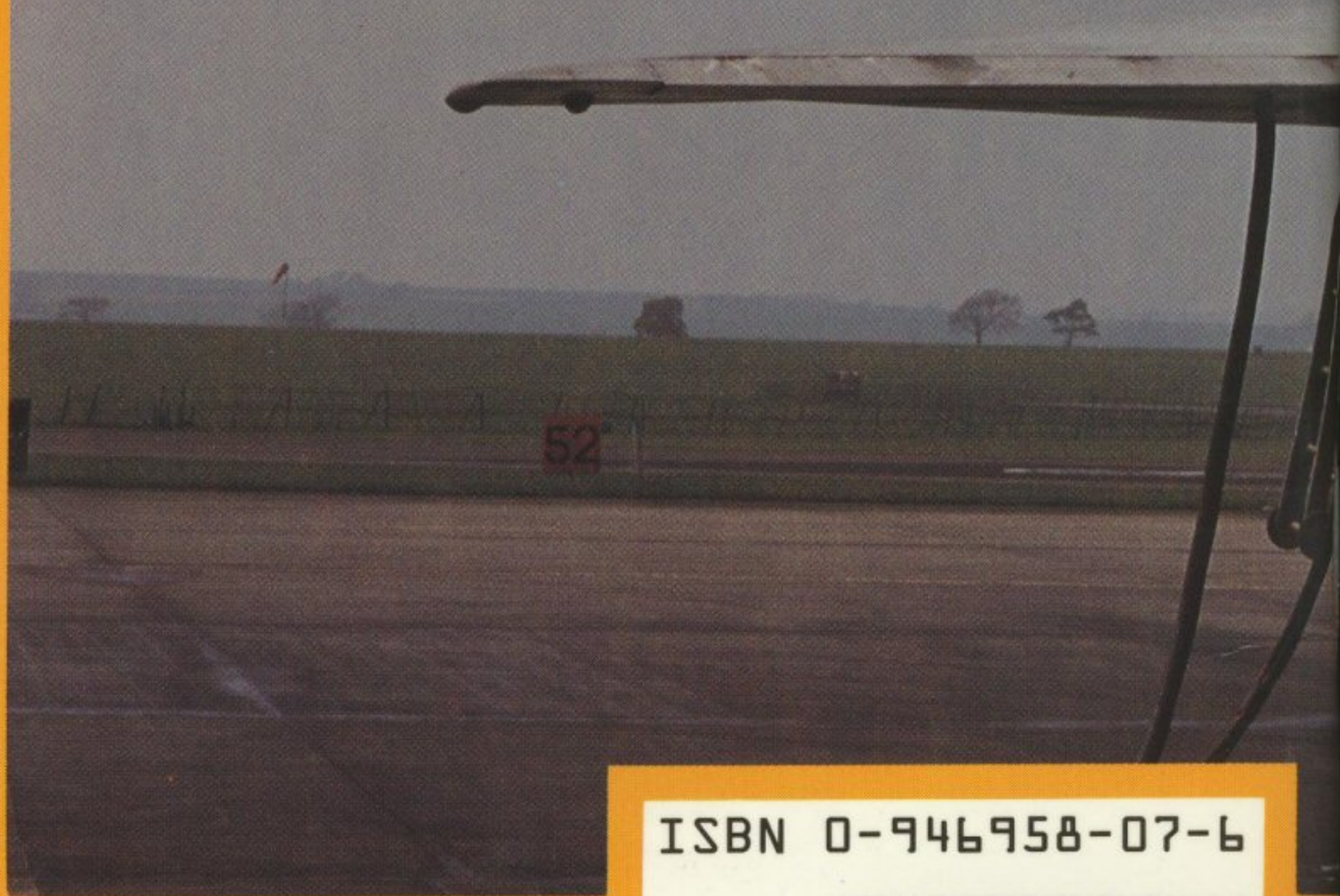


GREAT AIRCRAFT IN GREAT DETAIL!

BAC Lightning F Mk 3



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